AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 8.] SATURDAY, FEBRUARY 20, 1864. [WHOLE No. 1,453, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Resources of the United States.—Report of Mr. Ruggles....177
Calais and Baring Railroad....179
Lewys Island Railroad....179
Hannibal and St. Joseph Railroad....179
Insurance Companies of the State of New York....181
Philadelphia City Passenger Railroads....181
Stock Exchange and Money Market....193
Debt of California....195
New Bedford and Taunton Railroad....195
Unfinished Pennsylvania Railroads....196
Lead Mines of New York....196
Subscription for Railroad Stock under General Railroad Act....198
Important Railroad Arrangement....198
Baltimore City Passenger Railway....197
Railroad Earnings....185, 197
Pennsylvania Canals....197
Oswego and Rome Railroad....198

American Railroad Journal.

New York, Saturday, February 20, 1864.

☞ The attention of Railroad Contractors is invited to the Advertisement of the Morris and Essex Railroad Company in another column.

Resources of the United States.

REPORT OF MR. RUGGLES.

Mr. S. B. Ruggles, of this city, was present at the International Statistical Congress at Berlin, in September last, as the representative of the United States, and took a distinguished part in its proceedings, much to his own honor, and greatly to the advantage of his country. Notwithstanding the debates and reports were principally in the German language, and Mr. Ruggles labored under the disadvantage of not being acquainted with it, he succeeded in making a profound impression on the Congress by his ample exposition of the resources of the United States. Since his return home the result of his mission communicated from Berlin to the Secretary of State, has been transmitted to the Senate and given to the public through the press.

These International Scientific Congresses in Europe have been in fashion for some years past, and the one of September is to meet again in 1865. They are the only outlet of the continental brain, which is forbidden political discussion, and instead of being able to discuss the first principles of Government and society, the rudimentary processes of popular content and prosperity is driven off to the consideration of abstract notions of money, or weights or measures, or scientific difficulties, and in the almost quixotic attempt to obtain "an accurate notion of quantities." Few measures of these European Congresses so directed and limited can ever be of much real advantage to the subject classes abroad. For want of adequate education few can take any interest for example in the theory of the metrical system of weights or measures, founded on a measurement of an arc of a meridian. Indeed not many persons have any notion how such an arc has been measured. Nor are the statistical facts collected at such a Congress likely to be of any material benefit to any classes but the rulers themselves. They doubtless wish to know how large are the productions, and populations, the increase, the earnings and the commercial ability of their subjects; for knowing these they can adroitly govern for war or for peace, increase or diminish their expenditures, enrich themselves and their families, or practise for a time some unpleasant economies.

Statistical information in the United States is on the contrary of immense immediate value to the people themselves. It is a guide to their enterprise, an assurance of success, a rule of action, an aid to emigration, and a foundation for wise, present, and prospective legislation.

We have not seen any particular report of the proceedings of the Congress of Berlin, beyond an occasional reference to it at the time in the continental papers, but we are inclined to the opinion that Mr. Ruggles' report must have entirely overlaid all those which came from such countries and cities as Baden, Bavaria, Denmark, Hanover, Holstein, Hesse Capel, Lubec, and a score of others of equal unimportance topographically and politically considered. Even in comparison with the reports of the Austrian, Russian, French and English representatives, that of Mr. Ruggles, must have been an immense surprise to the honest plodders in the Congress, and we regret with him that his departure from this country was so hurried that he had not time to do himself or his subject the full justice it deserved, and to have astonished them in a still greater degree. The following extracts contains the principal points made by Mr. Ruggles:

PROGRESS OF AMERICAN STATISTICS.

Much important information, though often wanting in classification and arrangement, is embraced in various official papers issued under public authority, both national and State, and also by boards of trade and other voluntary societies whose labors are more or less statistical. Attempts have been made to impart to American statistics more of an analytical and scientific character, by means of official bureaus to be specially organized for the purpose. The State of Ohio, some years since, under the administration of Gov. Chase, the present Secretary of the Treasury of the United States, established a Bureau of Statistics as one of the organs of the State Government, which was committed to the charge of Mr. Mansfield, whose copious and instructive annual reports fully justify the selection; while far away in the remote interior, beyond the great chain of lakes, the infant State of Minnesota, with a single exception the youngest in the American Union, containing, by the census of 1860, but 173,000 inhabitants clustered around the headwaters of the Upper Mississippi, and more than 1,500 miles from the Atlantic, established, almost at the moment of its birth, a Bureau of Statistics. Two of the annual reports of its able Commissioner of Statistics, Mr. Wheelock, are now submitted to the inspection of the International Statistical Congress, as affording reasonable ground of hope that, in due time, America may at least approach in scientific accuracy and philosophical arrangement the more mature and perfect performances of the statisticians of Europe.

The Congress of the United States has not yet established a distinct Bureau of Statistics, although repeatedly recommended and urged to do so; but in taking the census of inhabitants, as required by the National Constitution, at intervals not exceeding ten years, the practice has been gradually introduced of superadding, by special direction of Congress, inquiries more or less extensive in regard to various branches of industry and production, and recently embracing social statistics to a moderate extent.

TERRITORY, POPULATION AND PROGRESS.

The compend of the census of 1860, and other official documents now submitted to the International Statistical Congress, will establish the following cardinal facts in respect to the territory,

population and progress in material wealth of the United States of America:

I. The territorial area of the United States at the peace of 1783, then bounded west by the Mississippi River, was 820,680 square miles, about four times that of France, which is stated to be 207,145 exclusive of Algeria. The purchase from France of Louisiana, in 1804, added to this area 899,680 square miles. Purchases from Spain, and from Mexico, and the Oregon treaty with England, added the further quantity of 1,215,907 square miles; making the total present territory 2,936,166 square miles, or 1,879,146,240 acres.

Of this immense area, possessing a great variety of climate and culture, so large a portion is fertile that it has been steadily absorbed by the rapidly increased population. In May last there remained undisposed of, belonging to the Government of the United States, 964,901,625 acres.

II. The population of the United States, as shown by the census of 1860, was 31,445,080; of which number 26,975,575 were white, and 4,441,766 black, of various degrees of color—of the blacks, 3,953,760 being returned as slaves.

The increase of population since the establishment of the Government has been as follows:

1790	3,929,827,	
1800	5,305,937,	increase 35.02 per cent.
1810	7,239,814,	increase 36.45 per cent.
1820	9,638,191,	increase 33.13 per cent.
1830	12,866,020,	increase 33.49 per cent.
1840	17,069,453,	increase 32.67 per cent.
1850	28,191,876,	increase 35.87 per cent.
1860	31,445,080,	increase 35.59 per cent.

This rate of progress, especially since 1820, is owing in part to immigration from foreign countries.

There arrived in 10 years—

From 1820 to 1830	244,490
From 1830 to 1840	552,000
From 1840 to 1850	1,558,300
From 1850 to 1860	2,707,624
Total	5,062,414

Being a yearly average of 126,560 for the last 40 years, and 270,762 for the last ten years.

The disturbances in the United States caused by the existing insurrection, and commencing in April, 1861, have temporarily and partially checked this current of immigration, but during the present year it is again increasing.

The records of the Commissioners of Emigration of New York show that the arrivals of that port alone have been for

	From Ireland.	From Germany.	Tot., incld'g all other countries.
1861	27,754	27,159	65,529
1862	32,217	27,740	76,306
1863, up to Aug. 20, 7⅔ mos	64,465	18,724	about 98,000

The whole number arriving from foreign countries in the forty years from 1820 to 1860, were 5,062,414.

It is not ascertainable how many have returned to foreign countries, but they probably do not exceed a million.

If the present partial check to immigration should continue, though it is hardly probable, the number of immigrants for the decade ending in 1870 may possibly be reduced from 2,707,624 to 1,500,000

The ascertained average increase of the whole population in the seven decades from 1790 to 1860, which is very nearly 33⅓ per cent, or one-third for each decade, would carry the present numbers (31,445,080).

By the year 1870 to	41,926,750
From which deduct for the possible diminution of immigrants, as above	1,207,624
There would remain	40,719,126

Mr. Kennedy, the experienced Superintendent of the Census, in the Compend published in 1862, at page 7, estimates the population of 1870 at 43,318,432, and of 1880 at 56,450,241.

The rate of progress of the population of the United States has much exceeded that of any of the European nations.

III. The natural and inevitable result of this great increase of population, enjoying an ample supply of fertile land, is seen in a corresponding advance in the material wealth of the people of the United States. In actual practice, the real property is rarely assessed for more than two-thirds of its cash value, while large amounts of personal property, being easily concealed, escape assessment altogether.

The assessed value of that portion of property which is thus actually taxed increased as follows: In 1791 (estimated) $750,000,000; 1816 (estimated) $1,800,000,000; 1850 (official valuation) $7,135,780,228; 1860 (official valuation) $16,159,616,068, showing an increase in the last decade alone of $9,023,835,840.

During the decade ending in 1860 the sum of $413,541,510 was expended within the limits of the interior central group, known as the "food-exporting States," in constructing 11,212 miles of railway to connect them with the seaboard. The traffic receipts from those roads were:

In 1860....$31,335,031 | In 1861....$35,305,509
In 1862.....$44,908,405

The saving to the communities themselves in the transportation, for which they thus paid $44,908,405, was at least five times that amount, while the increase in the exports from that portion of the Union greatly animated not only the commerce of the Atlantic States, carrying those exports over their railways to the seaboard, but the manufacturing industry of the Eastern States that exchange the fabrics of their workshops for the food of the interior.

By carefully analyzing the $8,048,825,840 in question, we find that the six manufacturing States of New England received $735,754,244 of the amount; that the middle Atlantic, or carrying and commercial States, from New York to Maryland, inclusive, received $1,834,911,579; and that the food-producing interior itself, embracing the eight great States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, received $2,810,000,000.

The rapid influx of population into this group of States increased the quantity of the "improved" land, thereby meaning farms more or less cultivated, within their limits, from 26,680,361 acres in 1850 to 51,826,395 in 1860, but leaving a residue yet to be improved of 230,308,293 acres. The area of 25,146,054 acres thus taken in ten years from the prairie and the forest is equal to seven-eighths of the arable area of England, stated by its political economists to be 28,000,000 of acres.

The area embraced in the residue will permit a similar operation to be repeated eight times successively, plainly demonstrating the capacity of this group of States to expand their present population of 8,057,690 to at least 30,000,000, if not 40,000,000, of inhabitants without inconvenience.

The effects of this influx of population in increasing the pecuniary wealth as well as the agricultural products of the States in question are signally manifest in the census. The assessed value of their real and personal property ascended from $1,116,000,000 in 1850 to $3,926,000,000 in 1860, showing a clear increase of $2,810,000,000. We can best measure this rapid and enormous accession of wealth by comparing it with an object which all nations value, the commercial marine. The commercial tonnage of the United States

In 1840 was	2,180,764 tons.
In 1850 was	3,535,454 "
In 1860 was	5,358,808 "

At $50 per ton, which is a full estimate, the whole pecuniary value of the 5,358,808 tons, embracing all our commercial fleets on the oceans and the lakes and the rivers, and numbering nearly thirty thousand vessels, would be but $267,940,000; whereas the increase in the pecuniary value of the States under consideration, in each year of the last decade was $281,000,000. Five years' increase would purchase every commercial vessel in the Christian world.

But the census discloses another very important feature, in respect to these interior States, of far higher interest to the statisticians, and especially to the statesmen of Europe, than any which has yet been noticed, in their vast and rapidly increasing capacity to supply food, both vegetable and animal, cheaply and abundantly, to the increasing millions of the Old World. In the last decade their cereal products increased from 309,950,295 bushels to 558,160,323 bushels, considerably exceeding the whole cereal product of England, and nearly if not quite equal to that of France. In the same period the swine, who play a very important part in consuming the large surplus of Indian corn, increased in number from 8,536,182 to 11,039,352, and the cattle frem 4,373,712 to 7,204,810. Thanks to steam and the railway, the herds of cattle who feed on the meadows of the Upper Mississippi are now carried in four days, through 18 degrees of longitude, to the slaughter-houses on the Atlantic.

It is difficult to furnish any visible or adequate measure for a mass of cereals so enormous as 558,000,000 of bushels. About one-fifth of the whole descends the chain of lakes, on which 1,800 vessels are constantly employed in the season of navigation. About one-seventh of the whole finds its way to the ocean through the Erie Canal, which has already been once enlarged for the purpose of passing vessels of 200 tons, and is now under survey by the State of New York, for a second enlargement, to pass vessels of 500 tons. The vessels now navigating the canal, exceeed 5,000 in number.

The barrels of wheat and flour alone, carried by the canal to the Hudson River, were:

In 1842.....1,146,292 | In 1852.....3,937,366
In 1862.....7,516,397

A similar enlargement is also proposed for the canal connecting Lake Michigan with the Mississippi River. When both the works are completed, a barrel of flour can be carried from St. Louis to New York, nearly half across the continent, for fifty cents, or a ton from the Iron Mountain of Missouri for $5.

IV. The great metalliferous region of the American Union is found between the Missouri River and the Pacific Ocean. This grand division of the Republic embraces a little more than half of its whole continental breadth. Portland, in Maine, is the meridian 70° west from Greenwich; Leavenworth, on the Missouri River, in 95°; and San Francisco, on the Pacific, in 123°. By these continental landmarks the western or metalliferous section is found to embrace 28°, and the eastern division between the Missouri and the Atlantic, at Portland, 25° of our total territorial breadth of 53° of longitude.

It has been the principal work and office of the American people, since the foundation of their Government, to carry the machinery of civilization westward from the Atlantic to the Missouri, the great confluent of the Mississippi. So far as the means of rapid intercommunication are concerned, the work may be said to be accomplished, for a locomotive engine can now run without interruption from Portland to the Missouri, striking it at St. Joseph, just below the fortieth parallel of latitude. In the twenty years preceding 1860, a network of railway, 31,196 miles in length was constructed, having the terminus of the most western link on the Missouri River. The total cost was $1,151,560.829, of which $850,900,681 was expended in the decade between 1850 and 1860.

The Government, feeling the vital, national imance of closely connecting the States of the Atlantic and of the Mississippi with the Pacific with all practicable dispatch, has vigorously exerted its power. On the 1st of July, 1862, nearly fifteen months after the outbreak of the existing insurrection, and notwithstanding the necessity of calling into the field more than half a million of men to enforce the national authority, Congress passed an act for incorporating "The Union Pacific Railway Company," and appropriated $66,000,000 in the bonds of the United States, with large grants

of land, to aid the work, directing it to be commenced at the 100th meridian of longitude, but with four branches extending to the Missouri River. The necessary surveys across the mountain ranges are now in active progress, and the construction of the eastern division leading westward from the mouth of the Kansas River, or the Missouri, has actually commenced. The whole of that division, including that part of the line west of the 100th meridian to the foot of the Rocky Mountains, is on a nearly level plain, and is singularly easy of construction. Its western end will strike the most prominent point of the auriferous regions in the Territory of Colorado, where the annual product of gold, as stated in the official message of the Territorial Governor, is from $5,000,000 to $10,000,000. The gold is there extracted by crushing machines from the quartz, in which it is found extensively distributed, needing only the railway from the Missouri to cheaply carry the necessary miners with their machinery and supplies. The distance to that point will be about 650 miles, which will be passed in 28 hours. When completed, as it easily may be, within the next three years, it will open the way for such an exodus of miners as the country has not seen since the first discoveries in California, to which the American people rushed with such avidity, many of them circumnavigating Cape Horn to reach the scene of attraction.

Meanwhile, a corresponding movement has commenced on the Pacific, in vigorously prosecuting the construction of the railway eastward from the coast at or near San Francisco, which will cross the Sierra Nevada at an elevation of about 7,000 feet, on the eastern line of California, in the 120th parallel of longitude, and there descend into the Territory of Nevada at the silver mines of Washoe.

It is not yet possible to estimate with any accuracy the extent of these deposits of gold and silver, but they are already known to exist at very numerous localities in and between the Rocky Mountains and the Sierra Nevada, and to mention the rich quartz-mining regions in California itself, which continue to pour out their volumes of gold to affect, whether for good or ill, the financial condition of the civilized world. During the last six months gold has been obtained in such quantities, from the sands of the Snake River and other confluents of the Columbia River, as to attract more than 20,000 persons to that remote portion of our metalliferous interior. The products of those streams alone for the present year are estimated at $20,000,000.

From the documents and other evidences now before the International Statistical Congress, it must be apparent that the metalliferous regions of the United States of America are destined, sooner or later, to add materially to the supply of the precious metals, and thereby to affect the currency of the world, especially if taken in connection with the capacity of the auriferous regions of Russia, Australia, and British America, and the possibility of increased activity in the mines of Mexico.

In Mr. Ruggles' dispatch to Mr. Seward, he remarks that the session of the Congress was signalized by the adoption of resolutions, in regard to a uniform system of weights and measures, looking to an eventual change in the weight of the British sovereign, and the United States dollar, by reducing them to multiples of the French Franc. Mr. Ruggles proposed as a proper preliminary to definite action on this subject, that the production of gold and silver should be investigated by a committee for that purpose, and since his return he has pressed this idea upon the Chamber of Commerce in this city.

Those of our readers who wish to familiarize themselves with the metrical system, its advantages and disadvantages, may refer to an article on that subject in a previous number of this JOURNAL.

Calais and Baring Railroad.

The annual meeting of the stockholders of this company was held at Calais, Me., on the 31st of December, 1863. The Directors in their report refer to the prosperous financial condition of the affairs of the company, although they deemed it inexpedient to declare a dividend from the surplus earnings. The reasons for this course are the same which influenced a similar recommendation last year, which call for a close husbanding of the funds to provide for the bonds which mature in a few months. It was recommended that the board be invested with power to make a new mortgage for $100,000 to Trustees and incorporate a clause establishing a sinking fund of 2 per cent. per annum, and that the new bonds be made payable in 15 years with interest semi-annually in Boston.

The connecting business with the Lewy's Island Railroad has been carried on very harmoniously, the trains of both roads running in such a manner as to secure the greatest economy in the current expenses of each, and giving entire satisfaction to those who patronize them. This road will be similarly run next season.

The directors allude to the effort now being made in Bangor to obtain State aid in constructing the European and North American road on the upper route, taking it so far north as to allow no connection with these roads. The Calais and Baring and Lewy's Island Railroads are deeply interested that this road, when built, should be located on the central route; and the directors suggest in this connection that something should be done on the part of this company forthwith to influence proper legislation on the subject. If the central route should be adopted, these two roads would constitute a section of 22 miles of the great through road from St. John to New York, which would place the stock of both in a very improved condition.

The American end of the Salmon Falls bridge was rebuilt during the past year at an expense of $1,400.

The report of the Treasurer, F. K. Swan, Esq., exhibits the usual satisfactory condition of the affairs of the company, and shows what judicious management continues to do for the interests of the road.

We condense from the Treasurer's Report the following:

Earnings for 1863		$25,149 22
Expenses		11,966 30
Net		$13,182 92
Appropriations as follows:		
Coupons 1st mortgage bonds	$6,000 00	
" 2d " "	1,050 00	
Interest on floating debt	191 97	
		7,241 97
Balance		$5,940 95

The number of miles run during the year was 16,887. Through passengers carried, 4,320. Way and through passengers estimated at 11,000.

Funded debt of the company	$112,700 00
Floating debt	2,351 38
	$115,051 38
Available assets	9,406 03
Balance	$105,645 35

The directors were authorized to take all the necessary measures to renew the bonds which expire in July, 1864. F. K. Swan was appointed to act as agent for the company in arranging for the liquidating or retiring the bonds by substituting new bonds for them or otherwise. The Directors were also authorized to employ some person to represent the interests of this company in the matter of the construction of the Princeton and Milford road, before the Legislature.

The following gentlemen were elected officers fpr the ensuing year, viz:—Jas. S. Cooper, Clerk; Jas. Sargent, Geo. M. Porter, H. N. Hill, J. McAdam, E. A. Barnard, Directors; F. K. Swan, Treasurer. At a subsequent meeting of the directors, Jas. Sargent was elected President, and W. W. Sawyer Superintendent for the coming year.

Lewys Island Railroad.

This road has been managed and run since August, 1861, by Mr. W. W. Sawyer, who during that time has paid interest on the bonds advanced by this city in the construction of the road, and kept the road in good repairs.

The earnings for 1863, are as follows:

From passengers	$2,925 00
" freight	12,094 07
Total	$15,019 07
Expenses for 1863	4,390 11
Net	$10,628 96
Number of through passengers	5,234
" way "	911
Number of miles run	9,038

The oondition and prospects of the road have undergone a decided improvement since Mr. Sawyer assumed the management of it. It will probably soon become a part of the line of direct communication with Bangor, which will prove ultimately advantageous to the stockholders.—*St. Croix Herald.*

Hannibal and St. Joseph Railroad.

The receipts of this road for the years ending September 1, 1861, 1862 and 1863, have been as follows:

	1861.	1862.	1863.
Passengers	$295,562 09	$200,678 62	$345,380 33
Freight	382,912 51	255,945 96	558,106 29
Miscellan's.	58,855 00	70,299 86	76,106 59
Total 1863			$979,593 21
" 1862			526,924 44
" 1861			737,329 60
			$2,243,847 25
Received for sundry assets			1,644 51
" from U. S. Government			324,969 00
" from stockholders			139 00
Total receipts			$2,570,599 76

The payments, including unpaid accounts of previous years, have been as follows:

For year ending—		
September 1, 1861	$417,300 60	
" 1862	391,544 74	
" 1863	668,625 25	
Payments on account of Missouri River boats.	14,150 59	
Sundry construction accounts	15,037 42	
Land departm't expens's	22,551 43	
Interest, discount and exchange paid in Missouri	7,404 30	
		1,536,614 33
Net Balance		$1,033,985 43
Of this there has been remittted to the fiscal agency at Boston		1,006,639 72
Leaving cash and cash assets in Missouri		$27,345 71

Remitted to fiscal agency		$1,006,639 72
Assets on hand Sept. 1, 1860		146,395 08
Received for convertible bonds issued Jan. 10, 1861		10,000 00
		$1,163,034 80
Disposed of as follows:		
To pay interest coupons on land bonds Oct. 1, 1860	$170,520 00	
Do. plain bonds, Oct. 1, 1860, and April 1, 1861	770 00	
Do. 2d mort. bonds, Nov. 15, 1860	42,000 00	
Do. State bonds, Jan. 1, 1861 to July 1, 1863, inclusive	540,000 00	
Do. convertible bonds, Jan. 1, 1861	47,600 00	
Floating debt	142,201 23	
Discount, interest and exchange	60,087 81	
		1,003,179 04
Balance		$159,855 76

The Assets of the company, September 1, 1863, were:

In Missouri		$364,568 92
In Boston		159,855 76
		$524,424 68
Liabilities in Missouri	$79,507 85	
Bills payable in Boston	*14,000 00	
		93,607 85
Balance		$430,916 83

* Balance of floating debt—since paid.

The total land sales of the company to October 1, 1863, were 43,182 56 acres, at an average price per acre of $10.11—netting $436,445 99. Town lots sold 114 acres; average price per acre, $79.73; amount received $9,088 90. Total amount of sales, $445,534 89. The report says:

At the close of the fiscal year, ending September 1st, 1861 and 1862, the company's property and business, from well-known causes, was in too uncertain a condition, to render it practicable to make a report at those dates, which would not be quite as likely to mislead, as to enlighten the stockholders. The formal statements required by law, to be presented at the annual meetings, were therefore the only reports made for those years.

The return of peace and good order to the region traversed by the road, has brought the property of the company into a position of safety, and its business into a condition of comparative regularity.

The Directors, therefore, now submit their report, showing the business in detail, for the year ending September 1st, 1863, and in a more aggregate form, for the last three years, including the report of John L. Lathrop, Secretary and Treasurer, and of R. S. Watson, Treasurer of the Fiscal Agency, showing the financial condition of the company.

Also, the report of J. T. K. Hayward, General Superintendent, showing the business and operation of the road; and of Josiah Hunt, Land Agent, showing the condition of the land department.

The effects of the war upon the property of the company having rendered it practically certain, that the interest upon its indebtedness, as it stood two years ago, could not be met from its earnings, a plan of relief was sought, which, while doing injustice to none, would save the property from impending complications, and ruinous embarrassments.

This plan, as presented to the parties in interest, and already almost unanimously adopted by them, is shown in the report of Mr. Watson, to which we beg to refer for its details.

As the relative position of the land and convertible bonds has sometimes been misunderstood, we will here state that the land bonds, so called, are secured by a first mortgage upon the lands; but they and the convertible bonds, are together secured by a first mortgage, after the State lieu, upon the road—in this latter, neither having the advantage over the other.

It will be seen, therefore, that under the plan adopted for re-organizing the securities, there are no bonds remaining against the company, except such as come from the first mortgage as reduced; the bonds of the subsequent mortgage, to their full amount, have been put into preferred stock; and as the new bonds given for the land bonds, can still be used on the old terms for the purchase of lands, they retain all the advantage which the original land bonds had over the convertible bonds, by reason of this first lien upon the lands.

The promptness with which so large a proportion of the parties in interest have adopted it, strongly commends the wisdom and equity of the plan. As the vitality of the old mortgage is still retained for the benefit of all, as originally interested, no advantage will be gained by any parties declining to join in a plan, so generally adopted by their associates.

The capital account for the first of September, stands as follows:—

Missouri State bonds 6 per cent		$3,000,000
New land " 7 "		2,437,750
" mortgage " 7 "		633,600
Plain " 7 "		11,000
Preferred stock, 7 "		4,916,700
Common " 7 "		1,900,000
The following amount of land bonds have been received for land	$222,000	
Amount not yet exchanged for the new bonds		$1,295,500
Convertible do.		314,000
2d mortgage do		193,000
Total unexchanged		*$1,802,500

* Since September 1st, more than three quarters of these have been exchanged, and the small balance is being continually reduced by additional exchanges.

When the remaining bonds are exchanged, the capital account will stand as follows:—

Missouri State bonds 6 per cent	$3,000,000
New land " 7 "	3,344,600
" mortgage " 7 "	822,000
Plain " 8 "	11,000
Total indebtedness	$7,177,600
Preferred stock	5,253,836
Common "	1,900,000
Total	$14,331,436

The earnings for the year ending September 1, 1863, have been as follows:—

From freight		$587,627 92
" passengers		330,455 67
" miscellaneous		72,271 92
Military earnings, not included in above		57,211 67
Total		$1,047,567 18
The expenses have been as follows:—		
Operating expenses	$610,564 67	
Taxes	16,976 18	
		$627,540 85
Net balance		$420,026 33

The receipts and payments on account of operating, will, of course, for any fixed period, differ somewhat from the earnings and expenses.

The equipment of the road consists of 31 locomotives; 13 first class and 3 second class passenger cars; 3 baggage, 2 sleeping, 3 mail, 126 platform, 276 box, 8 way, 7 boarding, 47 dump, 25 rubble, and 36 hand cars. Miles run by engines with passenger trains, 126,817; with freight trains, 381,835; with other trains, 70,672—total, 579,324. Number of local passengers carried east, 32,001; do., west, 36,739—total, 68,740. Through passengers carried east, 9,990; do., west, 14,194—total, 24,184. Total through and local passengers carried east, 41,991; do., west, 50,932—total passengers, 92,924. Number carried one mile, 9,044,922. Tons of freight carried east, 54,369; do., west, 59,217—total tons, 113,586. Tons carried one mile eastward, 7,428,730; do., westward, 10,402,554—total, 17,831,284.

General Account, Sept. 1, 1863.

Construction expenditures		$6,141,845 70
Engineering		192,614 35
Interest and discount	$6,033,331 63	
Less from earnings	1,051,523 87	
		4,981,807 76
Fencing		6,365 69
Expenses and contingencies		309,758 01
Equipment		744,827 15
Telegraph		17,156 44
Depot grounds		56,427 00
" buildings		179,875 11
Right of way		59,612 24
Land department		92,906 19
Sinking fund		24,400 00
Old contractors' accounts		16,288 60
Fiscal agency accounts		159,855 76
		$12,983,740 00
State bonds at 20 years		$1,500,000 00
" " 30 "		1,500,000 00
Plain bonds		11,000 00
Mortgage land bonds		*5,000,000 00
Mortgage convertible bonds		1,370,000 00
Second mortgage bonds		1,200,000 00
Received from stockholders		1,783,025 00
Income bonds		605,715 00
Bills payable in Boston, (since paid)		14,000 00
		$12,983,740 00

* Of these land bonds, $222,000 have been received in payment for land sold, and thus this debt is reduced to $4,778,000.

Milwaukee and Dubuque Railroad via Monroe, Wisconsin.

The people of Milwaukee and the towns and country on the route of the projected road, are thoroughly awake to the importance of the subject. Dubuque must have another road, notwithstanding she is at present unable to build it, though by the aid of other interested capital, it can and will be done. The Milwaukee *Sentinel*, of the 21st inst., has a lengthy article on the subject, giving good and substantial reasons for the immediate prosecution of the work. There is no use in mincing matters; the Illinois Central, without a double track and at least four times its present supply of rolling stock, cannot begin to move the immense bulk of freight eastward now being produced from the fields of Northern and Middle Iowa, all of which is tributary to Dubuque, and will come, and must find an outlet eastward. Let another road be constructed and monopolies in transportation will fail hereabouts, and business will be done at only remunerative rates, instead of those that are purely speculative.—*Dubuque Commercial Reporter.*

Fair Haven and Westville Horse Railroad.

This road is three miles in length. The present capital is $100,000. The cost of the road was $50,000. The equipment consists of 7 cars and 45 horses. Dividends four per cent. every six months. The company owes nothing. The capital will be increased to $150,000 on the 1st of May next, in order to pay for three miles of new road now being built. The company will then have a road six miles long, and 12 cars and 75 horses.

Insurance Companies of the State of New York.

The following is a synopsis of the returns of the Insurance Companies of the State of New York, showing the "Assets," "Net Cash premiums received in 1863," "Losses incurred in 1863," and the "Net surplus after providing for liabilities and re-insurance."

Name of Company:	Total Assets.	Net cash premiums received in 1863.	Losses incurred in 1863.	Net surplus after providing for liabilities and re-insurance.
Arctic	$605,604	$200,995	$86,234	$28,354
Ætna	246,082	74,773	49,043	14,672
Astor	189,935	48,136	28,411	24,508
Atlantic, Brooklyn	237,455	114,912	62,740	45,767
American	391,344	96,034	9,987	162,060
American Exchange	213,827	51,243	22,098	.....
Albany of Albany	209,954	47,800	8,400	87,481
Adriatic	177,712	37,863	10,382	17,127
Albany City	230,043	55,833	25,552	9,063
Beekman	246,109	50,530	6,892	26,558
Brevoort	196,500	105,053	69,265	8,814
Broadway	285,915	34,164	16,443	66,830
Brooklyn	284,987	89,840	33,877	100,286
Corn Exchange	600,545	453,063	272,250	46,422
City	341,994	47,276	3,883	109,369
Citizen's, Brooklyn	399,327	116,299	24,559	201,004
Columbia	551,961	118,587	58,764	15,056
Commonwealth	289,071	67,660	46,338	7,153
Clinton	317,852	54,980	11,616	44,579
Commercial	288,213	66,582	19,907	60,981
Commercial, Fire, N. Y	240,742	34,184	1,274	28,881
Central Park	170,123	39,537	26,046	7,844
Croton, Est. July, 1863	220,869	20,375	none	9,330
Continental	1,345,386	331,204	89,960	647,752
Eagle	431,706	70,279	15,497	101,379
Empire City	297,789	62,169	11,663	57,744
Excelsior	260,872	35,993	34,725	37,834
Exchange	164,937	53,846	33,192	.....
East River	293,317	61,497	21,048	.....
Fulton	277,477	119,764	51,392	20,950
Firemen's	298,333	76,482	32,285	45,530
Firemen's Fund	175,387	32,340	17,005	5,392
Firemen's Tr. Brooklyn	183,776	37,208	11,384	10,339
Grocers'	226,680	27,351	961	15,672
Gallatin	165,734	17,921	4,572	9,469
Gebhard	221,290	37,344	11,413	10,690
Goodhue	253,422	51,464	8,100	31,231
Greenwich	281,176	59,410	8,317	53,745
Germania	279,668	83,521	18,531	45,136
Globe	237,202	50,740	10,968	11,688
Home	3,286,270	1,291,686	477,206	698,882
Howard	411,771	96,803	27,186	102,353
Hanover	493,872	68,121	4,973	74,730
Hamilton	185,233	34,722	19,693	6,269
Harmony	244,101	98,128	67,469	41,151
Hope	263,389	91,975	24,224	16,073
Humboldt	235,799	38,388	14,241	18,853
Irving	262,396	80,006	33,587	25,725
Indemnity	174,224	28,664	10,387	7,483
Importers' and Traders'	246,150	40,213	10,613	28,709
Jefferson	321,794	59,944	25,209	84,565
Kings Co. Brooklyn	165,857	56,837	47,749	48,264
Knickerbocker	364,632	44,385	15,456	53,057
Lorillard	701,033	233,651	68,059	120,813
Long Island, Brooklyn	329,660	42,095	6,804	210,601
Lenox	204,399	57,109	20,551	32,920
Lafayette, Brooklyn	175,582	65,004	32,625	3,747
Lamar	387,375	122,349	70,330	48,264
Manhattan	504,022	370,967	180,003	115,048
Merchants	329,269	109,873	38,799	88,401
Mercantile	240,098	50,136	14,256	16,058
Mechanical, Brooklyn	206,239	51,644	16,978	34,835
Mechanics' and Traders'	263,729	58,128	33,676	44,212
Montauk, Brooklyn	197,087	48,890	11,298	18,272
Market	843,264	151,864	42,019	80,307
Metropolitan	542,938	435,584	268,357	58,515
Niagara	292,046	88,566	16,736	56,871
Nassau Brooklyn	246,574	35,018	3,827	80,611
National	287,968	47,635	3,840	62,501
New World	217,121	31,503	23,160	4,121
New York—Bowery	367,908	72,270	17,082	31,447
New York Equitable	315,388	70,365	35,813	71,213
N. Y. Fire and Marine	306,021	65,772	28,260	57,705
New York Central	69,090	24,779	624	4,188
North River	406,905	43,559	8,781	81,707
North-Western, Oswego	252,878	193,452	150,036	20,347
New-Amsterdam	244,477	73,881	36,899	14,180
North America	604,535	112,393	27,601	63,161
Phœnix, Brooklyn	391,798	296,957	181,232	91,773
People's	187,314	49,540	26,123	7,751
Pacific	280,009	69,355	28,389	40,396
Peter Cooper	179,877	28,057	13,140	14,034
Park	270,449	104,062	54,613	13,195
Relief	296,771	112,896	47,796	48,185
Resolute	282,417	92,553	27,634	44,084
Rutgers	251,237	54,997	20,804	25,697
Republic	548,237	112,365	60,448	187,620
Security	764,731	443,521	258,772	180,121
St. Marks	179,676	38,766	26,118	9,138
St. Nicholas	182,331	69,537	46,530	1,760
Stuyvesant	236,671	45,541	16,525	16,946
Standard	266,209	89,459	32,753	36,585
Tradesmen's	187,265	49,099	23,127	15,790
United States	354,522	44,075	3,687	84,604
Washington	584,478	179,177	71,196	131,441
Williamsburgh City	201,798	79,146	45,035	9,216
Western, Buffalo	267,298	145,478	84,961	50,564
Yonkers and New York	238,531	35,100	34	24,541

Philadelphia City Passenger Railroads.

We give below from the Report of the Auditor General of the State of Pennsylvania, the returns from fifteen of the Philadelphia City Passenger Railroad Companies, showing the amount of capital stock authorized, amount paid in, funded and floating debt, receipts, expenses of operating road, dividends, number of passengers carried, etc. The aggregate amount of capital authorized is $7,000,000, of which there has been paid in (exclusive of Thirteenth and Fifteenth streets) $2,475,324. The debt of all (excepting the Girard College, Ridge Avenue and Manayunk, and Seventeenth and Nineteeth streets, which are not given), amounts to $1,163,649. The aggregate receipts were $1,594,842; and the expenses (exclusive of the Girard College road) $1,002,749. The total number of passengers carried by eleven of the roads, was 26,664,510. The total number of persons killed was 12, of which 4 were passengers; injured 20, of which 10 were passengers. The number of horses employed is 2,325; cars upwards of 500.

Girard College—Capital, $500,000; paid, $160,000; receipts, $76,431; dividend, $1 50 per share.

Spruce and Pine—Capital $500,000; paid, $159,312; debt, 15,500; expenses of operating road, $56,648; receipts, $75,005; dividend, 6 per cent; passengers carried $1,857,050.

Germantown—Capital, $500,000; paid, $112,245; debt, $250,000; expenses of operating road, $83,408; receipts, $133,565; passengers carried, 2,600,000.

Fairmount and Arch—Capital $500,000; paid, $200,000: debt, $2,049; expenses of operating road, $45,400; receipts, $63,459; dividend, 7½ per cent.; passengers carried, 1,484,914.

Thirteenth and Fifteenth—Capital, $500,000; debt, $3,000; expense of operating road, $67,176; receipts, $87,604; dividend, $1 75 per share; passengers carried, 1,625,000.

Ridge and Manayunk—Capital, $250,000; paid, $118,000; expense of operating road, $21,559; receipts, $34,549; dividend, $2 10 per share.

Seventeenth and Nineteenth—Capital, $500,000; paid, $120,000; expense of operating road, $22,682; receipts, $28,447; dividend, 2½ per cent.

Philadelphia and Darby—Capital $200,000; paid, $100,000; debt, $17,000; expense of operating road, $19,385; receipts, $24,101; dividend, none; passengers carried, 275,000.

Chestnut and Walnut—Capital, $500,000; paid, $100,000; debt, $135,000; expense of operating road, $53,034; receipts, $104,727; dividend, $4 per share; passengers carried, 2,298,848.

Frankford and Southwark—Capital, $500,000; paid, $490,260; debt, $200,000; expense of operating road, $124,428; receipts, $202,367; dividend, 7 per cent.; passengers carried, 4,000,000.

Race and Vine—Capital, $500,000; paid, $180,000; debt, $172,000; expense of operating road, $65,740; receipts, $72,437; dividend, none; passengers carried, 1,355,600.

West Philadelphia—Capital, $500,000; paid, $189,000; debt, $104,000; expense of operating road, $107,479; receipts, $164,690; dividend, 11 per cent.

Second and Third—Capital, $550,000; paid, $203,757; debt, $172,100; expense of operating road, $182,825; receipts, $279,628; dividend, 10 per cent.; passengers carried, 5,800,000.

Citizen's—Capital, $500,000; paid, $192,750; debt, $6000; expense of operating road, $78,715; receipts, $126,263; dividend, 6½ per cent.; passengers carried, 2,850,000.

Green and Coates—Capital, $500,000; paid, $150,000; debt, $87,000; expense of operating road, $74,069; receipts, $124,539; dividend, $2 90 per share; passengers carried, 2,517,098.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	25
Catawissa (preferred)	1,150,000	7	—	44¼
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	48
Chicago & Alton (preferred)	2,464,336	7	—	93
Chicago & Northwestern (pref.)	2,400,000	7	—	65
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	40
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	52
Erie (preferred)	8,535,700	7	7	106
Hannibal & St. Joseph (preferred)	5,309,528	7	—	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	83½
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	64
" " (2d preferred)	3,424,169	7	—	49
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	139½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	105
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	110½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	87¾
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	80½
Toledo & Wabash (preferred)	926,200	7	—	74
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,756	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	97
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	——	18--	----
Bonds guar. by Virginia	200,000	6	——	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	94
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	100½
2d Mortgage	3,980,670	6	J. & J.	1882	90
Improvement	568,500	6	M. & N.	1876	79
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	30
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	98

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	97
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	42½
Delaware and Hudson	100	7,500,000	7	187
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	2,500,000	6	60½
" " (scrip)	50	1,803,000	6	51¾
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	69
" (preferred)	100	1,175,000	10	134½
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	28
" " (preferred)	50	2,722,607	—	40
Susquehanna and Tide Water	50	2,048,260	—	26
Union (preferred)	50	2,750,000	—	7
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	82⅝
Steamship and Transit:				
Central American Transit	----	----	—	38½
Nicaragua Transit	----	----	—	2½
Pacific Mail Steamship	100	4,000,000	—	219½
Union Steamship (Boston)	----	----	—	155½
Express:				
Adams'	100	2,000,000	—	----
American	500	1,000,000	—	----
National	100	250,000	—	----
Overland Mail	100	500,000	—	----
United States	100	800,000	—	----
Wells, Fargo & Co.	100	1,000,000	—	----
Telegraph:				
American	100	1,600,000	—	----
Atlantic	----	----	—	----
Insurance Stocks:				
Ætna Fire	50	200,000	—	----
Columbian (Marine)	100	1,000,000	—	127½
Mercantile Mutual	100	600,000	—	----
New England Mutual (Life)	----	----	—	----
Washington (Fire)	50	400,000	—	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	—	----
New York Life Insurance & Trust	100	1,000,000	—	----
United States Trust	100	1,000,000	—	----
Land and Improvement:				
Boston Water Power	----	----	—	47
Boston and Roxbury Mill	----	----	—	41½
Canton (Baltimore)	100	5,000,000	—	41½
Cary Improvement	5	300,000	—	109
East Boston	----	----	—	14¼
Essex (Boston)	100	1,000,000	—	96
Waverly (Boston)	----	----	—	2½
Gas-Light:				
Baltimore	100	----	8	----
Boston	500	1,000,000	—	850
Brooklyn	25	2,000,000	—	----
Cincinnati	----	----	—	----
City (Brooklyn)	----	----	—	----
Citizens' (Brooklyn)	20	----	—	120
Hartford	----	----	—	----
Jersey City and Hoboken	----	----	—	----
Manhattan, N. Y. (stock)	50	4,000,000	—	245
" " (scrip)	37½	----	—	239
Maryland (Baltimore)	25	----	—	----
Metropolitan, N. Y.	100	----	—	182
New Haven	----	----	—	----
New York	50	750,000	—	----
Philadelphia	----	----	—	----
Pittsburg	----	----	—	----
St. Louis	----	----	—	----
Southwark (Philadelphia)	----	----	—	----
Williamsburg	50	----	—	151
Unclassified:				
American Coal	25	1,500,000	—	80
American West India	100	1,000,000	—	----
Baltimore Coal	100	----	—	----
Baltimore and Cuba Smelting	100	----	—	175
Central Transportation	----	----	—	----
Cherry Run Petroleum	----	----	—	9
Cumberland Coal (preferred)	100	5,000,000	—	58½
George's Creek Coal and Iron	100	1,000,000	—	65
Gold Mining of Colorado	----	----	—	4½
Hazleton Coal	50	----	—	68
Hudson River Bridge	100	----	—	----
Mariposa (gold)	100	10,000,000	—	33½
Metropolitan Coal	100	----	—	----
New Almaden (quicksilver)	----	----	—	----
New Jersey Zinc	100	1,200,000	—	----
Pennsylvania Coal	50	3,200,000	—	173
Quicksilver	----	----	—	58
Santa Clara (quicksilver)	----	----	—	9½
Santa Rita [silver, copper, and lead]	----	----	—	----
Sonora Expl. & Mining (silv. & cop.)	----	----	—	----
West India Cotton	100	100,000	—	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	5	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	11½
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	2	20,000	----	3
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	½	20,000	----	4½
Balt. and N. Carolina (copper)	----	5	----	----	20
Bay State (copper)	----	1¾	20,000	----	19½
Bedford (copper)	----	----	125,000	----	3⅞
Black River (copper)	----	2½	200,000	----	68c
Bohemian (copper)	----	7½	20,000	----	13½
Bucks County (lead)	----	----	----	----	⅞
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	1c.	100,000	----	4½
Carp Lake (copper)	----	----	20,000	----	4⅝
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	57¾
Chaudiere (copper)	----	1	100,000	----	58c
Columbian (copper)	----	4½	20,000	----	9
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	13½
Copper Falls (copper)	----	24½	20,000	----	34⅝
Dacotah (copper)	----	----	20,000	----	5
Dana (copper)	----	2¾	20,000	----	5¾
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	½	20,000	----	4½
Eagle River (copper)	----	3¼	20,000	----	8⅝
Everett (copper)	----	5	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	10	30,000	----	7½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	49¼
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	----	20,000	----	4¾
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	4
Hancock (copper)	----	6½	20,000	----	16
Hanover (copper)	----	½	20,000	----	5½
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	2	20,000	----	5¾
Huron (copper)	----	13	20,000	20	41½
Indiana (copper)	----	----	----	----	----
Isle Royale (copper)	----	16½	20,000	----	25
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	----	20,000	----	6¾
Mandan (copper)	----	2½	20,000	----	7
Manhattan (copper)	----	----	20,000	----	7
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	5½	20,000	----	14½
Minnesota (copper)	----	3½	20,000	----	75
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	30
Native (copper)	----	3	20,000	----	3
Naumkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3½
North Cliff (copper)	----	3	20,000	----	6
North State (copper)	----	5	20,000	----	30c.
North Western (copper)	----	7½	20,000	----	13½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	100,000	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	1	200,000	----	47c.
Pennsylvania (copper)	25	2½	20,000	----	9¼
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3¼	20,000	----	57½
Phœnix (copper)	----	13	20,000	----	28¾
Pittsburg and Boston (copper)	----	5½	20,000	----	88
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	7⅞
Prince of Wales (copper)	----	----	----	----	----
Providence (copper)	----	----	----	----	----
Quartz Hill (gold)	----	----	----	----	14½
Quincy (copper)	----	10	200,000	----	87½
Rockland (copper)	----	5	20,000	----	17½
Saginaw (saline and mineral)	----	----	----	----	----
St. Mary's (copper)	----	8½	----	----	10½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	10c.
South Side (copper)	----	3	20,000	----	5½
Springfield (copper)	----	5	20,000	----	3
Star (copper)	----	7½	20,000	----	12
Superior (copper)	----	4	20,000	----	10¾
Toltec (copper)	----	20	20,000	----	3⅝
Tremont (copper)	----	1	20,000	----	5½
Union (lead)	----	5	100,000	----	70c.
Vermont (copper)	5	----	----	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	200,000	----	90c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	6¼
Wyandotte (copper)	----	----	----	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—			—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	47¾
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	124
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	85
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	64½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	97½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	31¾
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	--	Avenue D (New York City)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	69	25	Brooklyn Central & Jamaica	794,912	402,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	—	—	—	--	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	—	—	--	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	--	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	—	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	--	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	160
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	--	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	61
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	34½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	59
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	59
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	31
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14¾	....	44
31 Oct. '62	11.00	—	—	—	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	--	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	--	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	68	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	--	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20½
31 Oct. '62	5.20	—	—	—	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	80½
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	18½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil. & Gir'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	7	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	50
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	40
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	71½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	--	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	--	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	--	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	....
31 Dec. '62	3.63	—	—	—	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	--	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	....
30 Nov. '62	3.33	—	—	—	--	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	....
30 Nov. '62	4.48	—	—	—	--	People's (St. Louis)	83,875	70,000	—	—	—	—	—	....	....
30 Nov. '62	10.20	—	—	—	--	St. Louis	298,604	298,604	—	—	—	—	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	105
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	112
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest Rate.	Interest Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	105
" " " ..... coupon		6	" "	1867	----
Loan of Dec 31, 1848 ..... registered	8,908,342	6	" "	1868	105
" " " ..... coupon		6	" "	1868	106⅞
Texas Indemnity, of Sep. 9, 1850 ..... coupon	3,461,000	5	" "	1865	139
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	98
" " " ..... coupon		5	" "	1874	100⅛
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	96
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of June, 1861 ..... coupon	1,026,600	6	" "	1881	101½
" " " " " ..... coupon		6	Yearly.	1881	104
Loan of Feb. 8, 1861 ..... registered	10,415,000	6	Jan. & July.	1881	111
" " " ..... coupon		6	" "	1881	111½
Loan of July 17, 1861 ..... registered	50,000,000	6	" "	1881	----
" " " ..... coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s) ..... registered	40,230,000	6	May & Nov.	1882	107⅝
" " " (5-20s) ..... coupon	350,000,000	6	" "	1882	107
Treasury Notes of Feb. & Aug. 1861 .coupon	52,931,000	7.3	Feb. & Aug.	1864	111½
" " Apr. & Oct. 1861 .coupon	86,989,500	7.3	April & Oct.	1864	110
Treasury Notes of 1863 (legal tender), coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness ..... (coin)	157,093,241	6	" "	1 year	102⅛
" " " ..... (currency)		6	" "	1 year	99⅝
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues]					
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State) .. "	610,000	6	paid for	1868	----
" — " " (") .. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	126
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	104¼
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock ..... "	737,222	6	" "	1860	105
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	104
" —War bonds ..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100¼
" — " " (dollar) ..... "	1 969,397	6	" "	1870	103
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	81
" — " ..... "	2,058,173	2½	" "	1886	65
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	87½
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan, & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	100
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	----	d'm'd.	52
" — " " (R. R. etc.) ... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) ... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	--------	6	Mar. & Sept.	'63-'77	103
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	104⅞
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) .. "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	105
" — " " (st'l'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N.&W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	118
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest Rate.	Interest Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	108⅞
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) . "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	73½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	73½
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H & St. Joseph "	3,000,000	6	" "	'73-'87	84½
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) . coupon	531,820	6	" "	'65-'71	----
" " — " " (") . "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105½
" " — " " " " "	15,889,025	6	" "	'64-'76	115
" " — " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) .... coupon	1,008,905	6	Jan. & July.	1860	----
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	103½
" — " " (" ") .... "	1,600,000	6	" "	1875	106½
" — " " (" ") .... "	4,095,309	6	" "	1881	105⅞
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1866	108
" — " " (war loan) ..... coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106⅞
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	106
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	100½
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	----	----	----	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan) . coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg) .... coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) . coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----	1882	63½
" — " " (intern. impr.) "	2,063,606	5	----	Var.	45
" — " " (railroads) ... "	12,799,000	6	----	Var.	----
" — " " (capitol) ..... "	608,000	5	----	1890	45
" — " " (Hermitage) . "	48,000	6	----	1890	----
Texas—Had no debt in 1861	-------	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) .... coupon	58,000	6	----	'62-'63	----
" — " " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	48
" —State bonds (railroad) ..... coupon	12,634,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	167,056	157,832	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	58,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	1,026,065	1,044,214	10,400,984
1864	984,837	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	236,618	217,633	2,224,693
1864	138,757	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	400,000	4,355,225
1864	318,200	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	2,367,250
1864	250,163	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	------	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	467,321	508,146	466,370	473,027	5,069,445
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,616	1,117,603
1863	109,808	110,603	120,310	123,115	118,798	123,779	118,077	130,378	153,470	144,736	143,748	162,921	1,554,743
1864	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	189,529	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,754	116,379	120,595	151,052	134,563	96,204	1,424,863
1864	79,735	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	94
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850	700,000	6	Jan. & July.	"	1880	106
" " " 1855	1,128,500	6	Jan. & July.	"	1875	106
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102¾
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110⅛
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103¾
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅛ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	----
Loan for $500,000	500,000	6	"	"	1867	108
" " $300,000	790,600	6	"	"	1870	103½
" " $675,000	675,000	6	"	"	1875	102¾
" " $1,700,000	1,700,000	6	"	"	1883	100
" " $2,500,000	867,000	6	"	"	1889	104
Consolid. Mort. Loan $5,000,000	------	---	"	"	------	104
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	411,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	----
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	----
" " " Plain	25,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	102
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90½
Chicago and Milwaukee:						
1st General Mort.	------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	------	8	Jan. & July.	" "	18--	----
2d " " (")	------	8	" "	" "	18--	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	80
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	103
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.		------	----
3d Mortgage	158,000	7			------	----
Income	250,500	7			------	----
Tunnel Right	1,000,000	7			------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	100½
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	36
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	169,000	7	" "		1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	----
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	114
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8			------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	343,000	†			------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102¾
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---			------	----
Endorsed by State of Tennessee	150,000	---			------	----
Mortgage (ordinary)	790,688	---			------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---			------	----
Endorsed by State of Tennessee	200,000	---			------	----
1st Mortgage (after State)	100,000	---			------	----
Redeemable in Stock	66,959	---			------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)	------	7			1891	----
Free Land, 2d Mortgage	------	8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84½
Land Security	5,000,000	7	April & Oct.	" "	1881	83½
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	131
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	123
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	63
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Morigage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110½
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	100½
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
tate (Tenn.) Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	124
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	86
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	110½
2d General Mortgage	2,656,500	7	" "	" "	1877	106
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		70
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	----
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	113
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	103½
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132½
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	105
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	113
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	118
5th Mortgage	1,791,500	7	June & Dec	" "	1888	111½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	108
3d Mortgage	980,300	7	Jan. & July.	"	1867	99½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1868	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	101
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98½
2d Mortgage	3,077,000	7†	" "	" "	1861	32½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	105
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	118¾
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	131
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	101½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69
2d Mortgage	937,500	7	" "	"	1863	24½
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	89
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	89
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	88
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State.	150,000	6	----	----	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	—	—	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,856	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	....
30 Jun. '59	57.0	—	....	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	—	—	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	[596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518.810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	91
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	—	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	379,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	63.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	[180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8.721,057	281.0	976,381	1,225,001	457,794	—	87
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	131½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,035	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	51½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	121½
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	117½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	133
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	—	.....	—	.....	.....	.....	—	....
— — —	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	—	.....	—	.....	.....	.....	—	....
— — '62	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	—	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,693	568,020	—	65
								INDIANA.													
— — —	108.0	—	....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	—	—	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	—	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,048	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,334	9	87
31 Dec. '62	84.0	—	....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
— — '59	64.0	—	....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132.0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	36½
— — '58	74.0	—	....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	—	—	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	.....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	—	.....	—	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	—	—	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	—	—	.....	Mississippi and Missouri	4,198,000	*	—	2,760,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	43½
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	—	—	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	}			Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595,258	1,777,983	1,062,165	—	....
— — '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	481,922	223,640	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
1 Aug '60	53.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,985,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,330	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	...	...	.....	Penobscot	328,412	—	†78,014	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	108
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	105
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	44½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6¾	104
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	130½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	139
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	144½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	104½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	100
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	114¾
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	435	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	118½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,816	979,368	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,363	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada		—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,854,955	329.3	1,448,558	2,946,560	1,674,200	8	135½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	96¾
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	—	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	—
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	37.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	263,235	65,259	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	—
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	48
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	97½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	—	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	115
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	—	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	73½
31 Mar. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	—	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	159
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,098	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135¼
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
1 May, '62	—	—	.....	—	—	—	—	South Branch	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,880	124,742	6½	110
31 Dec. '62	36.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,129	46,323	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—		—	—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & S	arat.	—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,930	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	r. by Ti	oga.	44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,281	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	----	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	----	30,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	119
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	146½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,187	2½	43½
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	4,054,999	7	134½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	115
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	3
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	----	276,276	66,845	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	----	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	558,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	----	oper. by	Vt. Co.	—	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp's.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----	108,953	35,572	—	----
-- -- '58	223.0		----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	----	----	----	223.0	----	----	----	—	----
-- -- '59	97.0		----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----	----	97.0	----	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	—	----	—	—	—	Atlantic and Great Western	613,231	----	—	866,939	—	77,294	----	—	—	—	—	—	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	----	541,150	234,320	—	25
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----	699,716	230,551	—	10
31 Mar. '63	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	----	877,404	464,415	10	120
31 Dec. '60	30.0	—	----	69.1	----	----	----	Cinc. and Indianapolis Junc.	----	----	—	----	----	----	----	32.0	----	----	----	—	----
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,038,687	20	155
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	----	3,300,000	1,500,000	—	----	96.7	484,297	1,551,628	975,923	33½	180
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	----	1,436,317	552,800	—	117½
31 May '63	109.2	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	149½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	----	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----	45.0	----	128,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	----	----	—	----	----	----	1,358,867	—	—	—	—	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----	47.0	----	69,352	—	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----	13.0	24,000	31,126	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----	125.0	----	----	----	—	----
30 Jun. '63	153.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----	----	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	61
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	----	----	----	----	378,455	58,811	----	45.0	----	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----	----	----	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	865,365	210,817	8	79½
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	----	—	27½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56,545	1,384,456	74.5	—	255,560	166,427	3	----
31 Oct. '62	110.7	2.8	48.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	195
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	----	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	79½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	90
31 Oct. '62	28.3	5.5	8.0	—	10	----	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	60½
31 Oct. '62	24.5	105.5	62.5	—	----	----	----	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	62½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,136	218,960	—	36½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,308,347	3,582,304	—	13,274,100	[illegible]	—	28,324,213	411.4	----	10,304,991	4,873,218	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,938	262,333	129,742	6	59½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	[illegible]	157,739	12,129,857	190.0	213,574	413,472	80,909	—	88½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,166	3,911,880	2,095,775	—	62½
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	127,519	—	213,000	[illegible]	[illegible]	[illegible]	1.9	[illegible]	7,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6,979,924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	71
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	8¼
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312,399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	93
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,017	8,500	—	----	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	----	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	----	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,832	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	—	—	----	—	—	—	—	Nashville and Northwestern	----	----	----	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	---	---	----	Buffalo-Bayou, Braz.& Col'r'do	----	----	----	----	----	----	----	32.0	----	----	----	—	----
— — '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	171,566	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----	----	90.7	99,639	208,867	----	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----	----	----	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----	174.5	679,677	713,418	191,466	—	3
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----	1,378,500	ope	r. by Vt.	Central	----	4	175
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,085,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	----	----	----	—	----
30 Sep. '59	77.8	3.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	9
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,720,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----	1,163,734	414,741	—	65½
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	16
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	----	----	----	----	----	48.0	----	----	----	—	----
30 Jun. '63	1,096	137.0	----	73.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	----	----	----	----	----	24.0	----	----	----	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	----	----	----	----	----	96.6	----	----	----	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	----	----	----	----	----	54.0	----	----	----	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----	----	----	----	750,000	----	----	25.0	----	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	—	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,278,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec. '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,768,728	48.7	----	1,743,294	1,018,444	12	223

New York Stock Exchange.

Actual Sale Prices for the week ending February 17.

	Th 11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
American Coal Co.	----	----	----	86	80	
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	
California 7s 125	----	----	125	126	----	
Canton Co. 41½	40½	41½	41½	41½	41¾	
Central Am. Transit 37	37	----	37	----	38½	
Chicago & Alton	----	86½	87	87	----	
" " pref. 93	93	93¼	93½	93	93	
" " 1 M.	----	----	----	102	----	
" " Inc.b'ds	----	90½	----	----	----	
Chicago, Burl. & Q. 126	127	----	131	133	131¾	
" " " 8 p.c.	----	----	----	120	120	
Chic. & Northwest'n 51¾	51½	51½	52	51	51½	
" " pref.	----	----	----	----	----	
" " 1st M.	89	89½	89½	91	90	
" " 2d M. 78	78	78	78½	79¾	80	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	95	95	----	
Chicago & Rock Isl. 130	120	121½	123½	122	121½	
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin. 155	155	155	155	----	----	
Clev. and Pittsburg 115¾	116⅝	116	117	116½	117⅞	
" " 1 M.	----	----	----	----	----	
" " 2 M. 108	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	85	85	----	86	
Clev. and Toledo 137½	137½	140	144¾	147	149½	
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref. 57½	58½	58½	59	58½	58½	
Del. & Hudson Canal 172	----	172	175	178	187	
Del., Lack. & West.	----	----	----	----	----	
" " 1M.8p.c.'71-5.	----	----	----	----	----	
" " 2M.8p.c.'81	----	----	----	----	----	
Erie 112¾	113½	113	115½	115½	119	
" pref. 103¾	102½	104¾	105¾	105½	106	
" 1 M. 7 p.c. '67	----	108	----	109	109	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	----	----	----	----	----	
" 4 M. 7 p.c. '80	----	----	117	117½	118	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago 114¾	119	117¾	118½	117	117¾	
" 1M.7p.c.'63	----	----	----	----	----	
" 2M.7p.c.'75 108	----	----	----	----	----	
" 1M. Ex.'82	----	----	----	----	----	
Hann. & St. Jo. pref. 45	----	----	44	44	45	
" " bonds	----	----	----	----	----	
Hudson River 145½	146¾	146½	147	145¾	146½	
scrip 95½	----	96½	----	----	----	
" 1M.7p.c.'69	----	110	----	110	----	
" 2M. S.F.	----	----	----	----	----	
" 3M. 7p.c.'75 131	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central scrip 130	131	131¾	133½	132½	133	
" full stock 122	122	123½	124½	----	124	
" Can.bd.sc.	----	119	120	120	----	
" bonds	----	122½	----	----	123	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
Mariposa Mining Co. 29½	31	32	33	33	33½	
Michigan Central 135½	135½	134¾	136	136	135½	
" S F.8pc.'82	124	----	----	----	----	
" conv.8p.c.'69	----	----	----	----	----	
M. S. and N. I. 94½	94¾	94¾	95½	95	96¾	
" " guar'd. 137	137	----	138	----	139½	
" " 1M.S.F.	----	----	110	----	110½	
" " 2 M.	----	105	----	106	----	
Mil. and P. du Chien 65	64½	65½	65½	65¾	65½	
" " 1st pref.	----	----	----	----	105	
" " 2d pref.	----	82	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co. 70½	70	70	71	----	75	
Miss. & Mo.	45	45	45	45½	46	
" L.G.bonds	----	65	69	70	70	
Missouri 6s 68½	69½	70½	72	73½	73½	
" iss. to H.&St.J.R. 84½	85	----	84½	----	----	
N. J. Central 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
New York Central 133½	134	133½	133⅞	133⅞	134½	
" " 7s, 1864	----	----	----	----	----	
" " 7s,S.F.'76	----	----	----	----	----	
" " 7s,conv.'76 132½	----	----	----	----	----	
" " 6s, S.F.'83 105	----	106	----	----	106	
N. York & Harlem 105	103¾	104	109½	114	115	
" "pref."	----	----	----	110	110½	
" " 1M.7p.c.'73	----	108	----	----	----	
" " 2M.7p.c.'64	----	----	----	----	----	
" " 3M.7p.c.'67	99¾	----	----	----	----	
Norwich & Worcester	91	----	----	----	----	
Ohio & Miss. cer. 36	36	35¾	35⅞	36	36	
Pacific Mail S.S. Co. 222x	220	----	220	220	219½	
Panama	223	----	----	----	----	
Penn'a Coal Co.	----	----	----	171	173	
Phila. and Reading 117⅞	120¾	122⅜	124½	124½	125	
Pitts. Ft. W.&Chicago 88¾	88½	88½	90	93½	93	
" " 1M.	----	----	----	----	----	
" " 2M. 101½	----	101½	----	----	----	
" " 3M.	85	----	----	----	87½	
Quicksilver Mining Co. 47⅜	47	49	52	55	58	
St.L., Alton & T. H. 65	65	65½	65¾	65½	65	
" " pref. 82	----	----	80	80½	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	89	----	
" " Inc.b'ds	91	85	----	----	----	
Tennessee 6s, 1890 56½	----	55½	56	58½	63½	
Toledo & Wabash 61	61	61½	62	61	61	
" Pref.	74	74	----	----	74	
" " 1M.	----	----	----	----	----	
" " 1M. ex.	----	----	----	99	----	
" " 2M. 87	87	86½	86	88	89	
" " Int.b'ds	----	----	----	----	----	
Virginia 6s	47	47	----	48	----	

New York Stock Exchange.

Actual Sale Prices for the week ending February 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	----	----	----	----	----	
U. S. 5s, 1865, coup. 136	136	136½	137	137	139	
U. S. 6s, 1881, reg.	----	----	----	111	----	
U. S. 6s, 1881, cou. 110	----	110¾	111	111½		
U. S. 6s, '81, O.W.L.y.	----	104	----	----	----	
U. S. 6s, 1881, " ½y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1867, coup.	----	----	----	----	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif.	----	----	----	----	----	
U. S. 6s, " " new 98¾	98¾	99	99½	99½	99⅝	
U. S. 6s, 5-20s, coupon 105	106⅝	106½	106¾	107	107	
U. S. 6s, " reg.	----	106½	107	107½	107⅞	
7.30 Notes, Feb. & Aug.	----	----	----	111½	----	
" " Ap'l & Oct. 108¾	----	111	111	----	110½	
American Gold 159⅜	159	159⅜	159⅞	160½	159⅛	

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending February 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.
Beaver Meadow 79	79	79½	----	----	79¾	
Cattawissa	25	25	----	25	27¾	
" preferred 43¾	43½	----	43¾	44	44½	
Camden & Amboy 159	----	----	----	----	----	
" " 6s, '67	----	----	----	----	----	
" " 6s, '70	103	----	103½	----	----	
" " 6s, '75	----	----	----	----	----	
" " 6s, '83	----	----	100	100	----	
" " 6s, '89	105	----	----	----	----	
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal	42½	----	----	----	----	
Elmira & W'msport	----	----	----	----	37	
" " pref.	----	----	----	----	52½	
" " 7s	----	----	106	----	----	
" " 10s	----	----	----	----	----	
Harrisburg	----	79½	----	----	----	
Lehigh Navigation	----	60½	----	----	----	
" " 6s	----	----	----	----	----	
" " scrip	51¼	----	----	----	51½	
Lehigh Valley R. R.	----	----	----	----	90	
" " scrip	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R. 48½	----	----	48½	49	50½	
" " 7s	----	----	----	----	----	
Long Island 42¾	43	----	43½	----	----	
" " 6s	----	----	----	----	----	
Minehill 61	61½	----	62	----	62½	
Morris Canal	----	69	----	----	----	
" " pref.	----	----	134	134½	----	
" " 6s '76	----	----	----	----	----	
North Pennsylvania 36	36½	35¾	36	36½	----	
" " 6s 97	----	98½	100	100	97	
" " 10s	----	----	120	----	----	
Pennsylvania R. R. 79½	80	81	82	85	70	
" 1st m.	109½	----	----	----	----	
" 2d m. 107	----	----	----	----	108	
Penn. State, 5s 94⅝	94½	94½	94½	94½	94½	
" " 5s, coupon	----	----	----	----	100	
" " 6s, "	----	----	----	----	----	
Philadelphia City, 6s 102	----	----	102	102	----	
" " new 105½	105½	105½	105½	105½	106	
Philad., Germ. & Nor.	60	60	60	60	59¾	
Phila. & Reading 59½	60	60⅜	61	62½	63	
" " 6s, '86	----	----	----	----	----	
" " 6s, '70 106	----	----	----	----	----	
Philadelphia & Erie 37¾	37½	36⅝	37½	37¾	38½	
" " 6s	----	----	105	----	105	
Philad. & Sunbury, 7s	----	----	----	----	----	
Schuylkill Navigation	----	25⅝	25⅝	27½	28	
" " pref. 37	37½	37⅞	38⅝	39¾	40	
" " 6s '82	89	89	89	90	----	
" " 6s '76	----	79	----	----	----	
" " 6s '72	----	----	100½	100½	----	
Sunbury and Erie, 7s	----	----	----	----	----	
Susq. Canal 24	24⅞	24½	24¾	25	26	
" " 6s '78	----	68¾	68½	68	----	
" " scrip	----	67	----	----	----	
Union Canal, pref. 7½	----	7	----	7	----	
" " 6s '83 31½	----	----	----	----	30	
West Br. Canal 6s '78	----	----	----	----	----	
Wyoming Valley Canal	----	----	----	----	----	
Arch street, (Horse) 33½	----	----	33½	----	34½	
Chestnut & Wal. "	----	----	----	----	61	
Green & Coates, " 43½	----	----	----	----	44	
Race and Vine, "	----	----	----	20¾	----	
2d and 3d streets, "	----	80	----	----	80	80½
Spruce & Pine, " 16	17½	17	16¾	15½	----	

Baltimore Stock Exchange.

Actual Sales Prices for the week ending February 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.
Baltimore City 6s, 1875 108½	----	----	----	----	110	
" " 1886	----	----	----	----	----	
" " 1870	----	----	----	----	----	
" " 1890 110	110	----	109½	----	109½	
Balt. and Ohio	----	104½	105	----	----	
" " b'ds, '62	----	----	----	----	----	
" " " '67	----	----	----	----	----	
" " " '75	----	----	----	----	----	
" " " '80	----	----	----	----	----	
" " " '85 107¾	----	----	108	----	----	
Northern Central	44½	44½	----	----	----	
" " b'ds, '85 101¾	----	----	----	----	101½	
" " " '95	----	----	----	----	----	

Boston Stock Exchange.

Actual Sales Prices for the week ending February 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
Boston and Lowell 103¾	104	----	----	----	----	
Boston and Maine 127¾	128	129	130½	----		
Boston and Providence 138	----	----	----	139		
Boston and Worcest 145	144¾	144¾	----	144½	----	
Cheshire, pref. 48	----	----	----	48	----	
Concord	----	----	----	63	----	
Connecticut River 103½	103¾	----	104½	----		
Eastern, Mass. 97	97½	97¾	98½	99	100	
Eastern, N. H.	----	----	----	----	----	
Fitchburg 115	114¾	114¾	----	----	----	
Manchester & Lawr'ce	----	115	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H. 73	----	73	73	73	73½	
Old Colony and Fall R. 118	----	----	117¾	----	118½	
Ph., Wil. & Baltimore 68½	----	69¾	70	----	71	
Portl'd, Saco & Ports. 108	108	----	----	----	----	
Vermont & Canada	----	----	----	----	----	
Vermont & Mass. 39¾	39½	41	40½	----	----	
Western	----	----	----	----	150½	
Broadway (Horse)	----	----	----	----	----	
Cambridge " 124	124½	----	124	----	----	
Metropolitan " 65	----	64½	64¾	----	64½	
Middlesex "	99	----	----	98½	----	
Central Mining Co. 57½	57¾	----	----	----	----	
Franklin " 49	49¼	----	49	49½	----	
Isle Royale "	----	24	----	25	----	
National " 30	----	----	----	30	----	
Minnesota "	----	----	71	----	----	
Pewabic "	60	57x	57	57½	----	
Pittsburg " 88	88	88	88	88	----	
Quincy "	88	----	87	87½	----	
Rockland " 19	----	----	----	17½	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of January:

Maryland 5s	70	to	72
United States 6s, 1881	63	"	66
Do. 5s, 1874	59	"	61
Virginia State 5s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	63	"	65
Do., 7s, preference	60	"	62
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	63	"	68
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	83	"	85
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, $90 paid, dis.	25	"	23
Do. do. $100 shares, all paid	68	"	70
Marietta and Cincinnati Railroad Bonds	73	"	75
Michigan Central 8s, Convertible, 1869	68	"	72
Do. do. S. F. 1st mort., do., '52 x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	68	"	72
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	53	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	80
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	106	"	108
Pennsylvania, 1st mort., 6s, Convertible	63	"	68
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, February 20, 1864.

Stock Exchange and Money Market.

The money market is said to be easy, because of an accumulation of means, or in other words capital, as represented by currency beyond the immediate use that can be made of it. Six per cent is mentioned as the rate at which unquestionable borrowers may now obtain what they require; but the great majority of persons wanting money have to pay 7 per cent, and large numbers even more than that. Yet it is a curious fact that legal tenders have been so scarce, that enough of them cannot be obtained by the government to pay off the troops, and recourse is therefore had to the 5 per cent notes as a substitute. The Assistant Treasurer a few days since, exchanged eight millions of these notes for the ordinary legal tenders, and also threw in the interest to get them. This was no more nor less than paying a premium for currency, and is in keeping with a fact we have

noticed on former occasions, that these legal tenders still bear a premium in many parts of the West.

Gold has advanced the present week to 161, in consequence as alleged of the necessities of our importers, and yet the quantity on deposit in the Banks of the City on the 15th of February, was reduced from the week previous but $549,248, and that in the Treasury increased $1,448,508, so that a million of dollars very nearly, must have come from other sources than the Banks. This will appear from the following table:

	Monday, Feb. 15.	Monday, Feb. 8.
In Bank	$23,521,453	$24,070,791
Treasury Office.....	18,562,456	17,113,941
Total	$42,083,909	$41,184,732

It is evident that we have very large resources of gold in this country independent of what the Banks hold, and that but a small portion of their reserve is ever subject to check. It is singular that the advance in the price of gold keeps so much below that of other commodities. While many articles are held at 2 and 300 per cent above their former rates, gold has been slow in its rise, and is now cheaper in proportion, than many other commodities. If it was not wanted to remit for foreign balances, or for payments of duties, the demand would be almost theoretical. It might still be hoarded but it would not be worth much of a premium except to hoarders, and those who believe it is actual wealth and not the exchangeable equivalent of wealth. We have on former occasions expressed the opinion that it was the duty of the Secretary of the Treasury, and for the interest of the Government and the people, to dispose of its surplus gold in open market, as we in common with others believed he had a right to do; certainly under the authority of the law of February 25, 1862, regulating the sinking fund. As some doubt however existed on this subject it seems a bill has been introduced into the Senate giving the Secretary of the Treasury direct authority to dispose of at least twelve millions, a sum which has probably been designated by the Secretary as one for which he has no prospective use, and will not want to meet his interest coming due, in consequence of the continued largeness of his receipts at the Customs. But much depends on the skill with which this power is used. The propriety of using it we do not question. It is well understood that the Government of Great Britain, and its monetary agent the Bank of England are always ready to steady the movements of gold. The present drain to the East has been met by a rise in interest at the Bank four times as great, in other words four hundred per cent more than the rate of former years. Eight and nine per cent have recently been asked at the same Bank where 2 and 2½ was more usually the rate. So the British Government manages its Exchequer bills, and purchases of consols precisely on a like principle, to secure steadiness in the market, and to keep it under its control.

We see no objection then, when the price of gold in this country is especially enhanced by its being demanded for duties, that our Government should throw back on the market its accumulating and unrequired surplus. It should then in our judgment be the policy of Mr. Chase to sell at once a large sum, say four or six millions; this would break down the speculation in the article, and materially assist the importers. We believe if a million a day was put on the street for a week successively, the premium would recede to 20, or 25 per cent, and be held there, so that the Government might if required, replenish its stock of the article at low prices, making a large gain to the Treasury by the operation. This repeated again and again, would make the traffic in gold one of the most undesirable, as well as the most unreliable of all operations; at least the trial should be made and a safer agent to carry out the plan, could not be found than the present Assistant Treasurer, who in his service under several administrations has developed great skill and ability in his administration.

Government stocks continue firm and on the rise, as the probability increases of a termination of the war during the present year, increased by the very decided reaction in North Carolina, the re-establishment of a loyal state government in Arkansas, the enormous amount of desertion from the enemy's ranks, and the voluntary coming over of eminent politicians and officers from the South into our lines, and accepting the terms of the President's amnesty. Government stocks must rise. We are not surprised that the 7 30's are held at a 111, or 5 20's at 107. In the numerous foreign banking houses where this JOURNAL is almost exclusively read, there is discovered a growing tendency to invest in our Government securities, and those which have done so have realised so far very encouraging profits. It is believed by some of our far seeing calculators, that on the return of peace the quotations of these securities will advance 30 to 40 per cent. Stocks which pay their interest in gold regularly, notwithstanding the wants and disbursements of the Government during this expensive war, will most assuredly pay them in peace.

We publish in another part of this JOURNAL copious extracts from the report made by our distinguished fellow citizen S. B. Ruggles, of the result of his mission to the International Statistical Congress held in Berlin in September last. Mr. Ruggles perfectly comprehended the grandeur and resources of the country he represented, and his broad and comprehensive views must have produced some effect on the savans around him, who were earnestly seeking to find out how much of vitality is still left in Europe. But while we are looking at the material, which lies in such magnitude around us, we should not forget it is to be realised in a great degree only by production, manufactures and distribution. This last office belongs to Commerce. The unchecked destruction of our ships on the ocean, by a few rebel steamers has had a most disastrous effect on our foreign trade. If any one will take the trouble to investigate the subject, he will find it not only carried on by foreign ships, to the exclusion of our own, but that it has very much decreased in amount. With France it is nearly extinct.

We have not a line of steam packets left on the Ocean. Correspondence, the essence of commercial activity and enterprise, even on a reduced scale, must pass through foreign mails. Certainty of advices and reports of sales come tardily to us, and long after the merchants of France and England have read and answered their letters. To increase our commerce and our revenue, there is an obvious necessity of establishing lines of mail steamers between our principal ports, as Boston, New York, Philadelphia, Baltimore and New Orleans with the foreign ports with which they trade. So too it is indispensable that San Francisco should be connected with China, Japan and Asiatic Russia. We could in this case have no important competition from England either in this last direction, or in that of Brazil. How is this to be arranged? The Secretary of the Navy has certainly understood the importance of this subject, and wisely proposed in his recent report, to use a portion of the regular Navy as Mail Steamers, and he is entitled to great credit for the suggestion. If we may believe what we see in the Navy Register, if we may trust to the recent public statements of Mr. Donald Kay, an eminent shipwright, we have a number of wooden steamers of war with sufficient speed to answer the purpose. He names several equal to 12 and 13 miles an hour. Shall we lay these vessels up to rot in our navy yards, some of them only recently constructed, or shall we use them for the valuable purpose of mail steamers, keeping these afloat with reduced armaments and crews, and carrying mails, passengers and certain kinds of freight, retaining up at the same time their naval efficiency.

A recent report on this subject by the New York Chamber of Commerce, shows the necessity of immediate action, and we rejoice it has come to the proper conclusion. It may be the wish, and it may be the interest of some capitalists to build private steamers and obtain large subventions from the Government. But to get up a dozen lines, for we want as many, will be the work of twenty years. And the application to Congress for aid, will involve the use of means and appliances which are always unpopular, demoralizing, and to be dreaded. On the contrary, these Government packets would nearly support themselves, keep up the school of the Navy, be an efficient fleet of cruisers protecting as well as contributing to our commerce, and could at any time be withdrawn when private enterprise entered into competition. This is so obviously our policy, we wonder it has not called out the unanimous voice of the Press in its favor. We cannot conceal our astonishment that so plain a proposition, so economical a scheme, and one so sure immediately to revive our foreign trade, has not had advocates everywhere in and out of Congress. In six months' time we could have a dozen lines at work, and correspondence with all parts of the world, ensuring orders for our goods and the interchange of commodities. We do earnestly commend this subject to our friends and readers as a measure of vital importance to the increase of our manufactures, our products, and our revenue. We venture to predict, that instead of our Customs duties standing at 100 millions a year, if this policy we advocate was boldly and promptly carried out, they would in a very few years be doubled. Every man who holds a dollar of the National securities, therefore, should make his voice heard on this subject. We have the vessels and the speed, let the good work be commenced.

The Railway Market has been buoyant. A corner or two has had its effect on several leading stocks, and more it is said are forming. These are points not within our province of remark. What we desire to do is to present from time to time the holders of our sound, large earning stocks, such

facts, statements, abstracts of reports and tables, as that they may know what to hold and what are the values of their property, so that speculation or panic may not induce them to part with what is positively a good investment.

The Government is again receiving deposits at 5 per cent. at the Sub-Treasury, and $700,000 were so deposited on Tuesday by different city banks. The public liking much the two years legal tender paper, the supply here has been exhausted, but a fresh remittance from Washington is daily expected. The balance on hand at the Assistant Treasurer's office on Tuesday was $31,546,546.

The value of the exports of produce and merchandise, exclusive of specie, from this port during the past week was $3,546,130.

Sight bills on London, 175@175½.

The Pennsylvania Railroad Company has declared a stock dividend of thirty per cent. on the shares as they stood on the Stock Ledger of the company, Feb. 15, 1864. The new certificates covering this dividend will bear date May 1, 1864, and will be delivered on and after that date. The new stock will not participate in the accruing cash dividend payable on the 15th of May, but all dividends thereafter will be distributed equally to the old and new stock.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana, 2½s, 65; Missouri 6s, issued to the Pacific R. R., 73¼; Ohio 6s, 1881, 105¾; do., 1875, 106½; do., 1886, 106; North Carolina 6s, 53; At. & Gt. Western (Ohio. div.) 1st mort., 94; Sixth Avenue R. R., 160; Tennessee 5s, 45; Goshen Br. bonds, 105; Long Dock bonds, 110½; Stonington R. R., 121; Illinois War Loan, 102; Peninsular R. R., 42; Brooklyn City Water Loan, 106½; Copake Iron Mines, 13½; Wyoming Valley Coal Co., 80; Sandy River Coal and Oil Co. 1st mort., 88; Quartz Hill Mining Co., 14¼; Canada Copper, 4½; Central Coal, 58½; Bucks Co. Lead, ⅞; Saginaw Valley Land, Salt and Mineral Co., 25½; Merchants Ex. Bank, 97; Bank of North America, 106; Metropolitan Bank, 112; Park Bank, 130; Merchants' Bank, 105¾; Bank of Republic, 102; Bank of Commerce, 106; Ocean Bank, 97; Hanover Bank, 100; Mechanics Banking Ass., 99; Continental Bank, 100½; Irving Bank, 101; Market Bank, 102; Shoe and Leather Bank, 107.

Philadelphia.—Allegheny Co. coupon 5s, 75; do., R. R. 6s, 88; Chester Valley, 5; Huntington and Broad Top, 22; do., 7s, 103; Elmira Chattle 5s, 76; Phila., Wil. and Balt., 68½; Camden and Atlantic pref., 25; Wyoming Valley Canal 6s, 98; North Creek, 1⅝; Fulton Coal, 7¼; Green Mountain, 7; Girard Mining, 7⅛; Hazleton Coal, 67½; Mandan Mining, 7¼; Oil Creek, 11; Shamokin Valley, 40; Big Mountain, 8¼; Buck Mountain, 30; Lehigh Zinc, 50; Coulter, 4; N. Y. and Mid. Coal Fields, 11½; Marquette Mining, 7⅛; Bohemian Mining, 13¼; Etna Mining, 23; Penn. Mining, 9¼; 13th and 15th streets, R. R., 40; 17th and 19th streets, 18½; West Philadelphia, 71½; Ridge Avenue, 20½; Farmers' and Mechanics' Bank, 58; City Bank, 54; Bank of Penn. Township, 39½; Kensington Bank, 73; Girard Bank, 45½; Commercial Bank, 58¾; Corn Ex. Bank, 36½; Bank of North America, 154; Philadelphia Bank, 126; Del. Mut. Ins., 88 The latest quotations are: City 6s, 102@102¼; do., new, 105¾@106; State 5s, 94¼@94½; do., 6s, 1879, 100½@103; Reading, 62⅜@62½; do., 6s, 1870, 106@106⅛; do., 1886, 124¾@125; Camden and Amboy, 166; Pennsylvania R. R., 68@70; do., 1st mort., 109½@110; do., 2d mort., 107½@108; Little Schuylkill R. R., 50½@51; Morris Canal, 69@69¾; do., pref., 134@134½; bonds, 104@105; do., 2d mort., 101@102; Susquehanna Canal, 25¾@25⅞; do., 6s, 68@68¼; Sch. Nav., 27¾@28; do., pref., 39⅝@39¾; do., 6s, 1882, 90¼@90½; Union Canal pref., 7½@7⅜; do., bonds, 30@31; Delaware Div. Canal, 42@42½; do., bonds, 94@98; Elmira and Williamsport, 37@37⅛; do., pref., 52@54; do., 7s, 1873, 106½@107; Beaver Meadow, 79¾@80; Harrisburg, 86½; Long Island R. R., 43@44½; Lehigh Coal and Navigation, 60½@61; do., scrip, 50½@50¾; North Pennsylvania, 35½@36; do., 6s, 99½@100; do., 10s, 125@125½; Philadelphia and Erie, 39@39¼; do., 6s, 105@105¼; Minehill, 62⅛@62⅜; Catawissa, 24½@25¼; do., pref., 44@44¼; Lehigh Valley, 90@93; do., bonds, 105@105¼; Fifth and Sixth streets, (horse,) 59@60; do., 7s, 105@106; Second and Third, 80@80½; Race and Vine, 19@20¾; West Philadelphia, 70@71½; Spruce and Pine, 15¾@16¼; Green and Coates, 43¼@43¾; do., 7s, 112; Chestnut and Walnut, 60@61; Arch, 34@34½; Thirteenth and Fifteenth, 40@40½; Seventeenth and Nineteenth, 18½; Girard College, 30@31; Tenth and Eleventh, 50@51; Norristown, 59@60.

Boston.—Northern (Ogdensburg,) 3; do., 1st mort., 98¼; do., 2d mort., 32¼; Rutland and Burlington 1st mort., 69; do,, 2d mort., 24½; do., 3d mort., 9; Vermont Central, 3; do., 1st mort., 88; do., 2d mort., 26; Vermont and Mass. R. R. 6s, 102; Housatonic R. R. pref., 83⅛; Cape Cod Br. R. R., 64; Eastern R. R. 6s, 1874, 102¾; Conn. and Pass. Rivers R. R. 6s, 100¼; Mad River and Lake Erie R. R. 7s, 67; do., 6s, 60; South Shore R. R. 6s, 1880, 99; Chelsea, horse, 47¾; New Hampshire 6s, 1870, 101; Massachusetts 6s, 1875, 120; Maine 6s, 1871, 103; do., 1883, 104¾; do., 1880, 104¼; Rhode Island 6s, 1882, 104¼; Connecticut 6s, 1882, 104¾; Vermont 6s, 1876, 103⅞; Boston City 5s, 1886, 110¼; Portsmouth 6s, 1874, 100¼; Boston Water Power Co., 47; Cary Imp. Co., 10⅝; East Boston Co., 14¼; Essex Co., 96; Waverly Co., 2½; Union Steamship Co., 155½; South Bay Land Co., 170; Saco Water Power Co., 200; Lorberry Coal, 71; Franklin Coal, 134½; Cambridge Gas, 110; Columbian Bank, 112⅛; Continental Bank, 99¾; Warren Bank, South Danvers, 98; Webster Bank, 103½; Mt. Vernon Bank, 100; Maverick Bank, 92; Blackstone Bank, 108; Boston Bank, 64½; Bank of North America, 102½; Acton Mining Co., 4⅓; Albany and Boston, 11½; Atlas, 6½; Algomah, 3; Aztec, 20; Bay State, 19¼; Boston, 5¾; Bedford, 3⅛; Black River, 68c.; Brome, 57c.; Canada, 4¼; Chaudiere, 58c.; Columbian, 9; Canada Lead, 2⅓; Copper Falls, 34⅜; Copake Iron, 14¼; Chaudiere, gold, 2⅛; Dana, 5¾; Dudley, 4½; Dacotah, 5; Eagle River, 8⅝; Great Western, 4¾; Green Mountain, 5⅜; Hancock, 16; Hamilton, 4; Highland, 6; Hanover, 5⅛; Humboldt, 5¾; Hungarian, 3½; Huron, 41½; Logan, 1½; Mandan, 7; Manhattan, 7¼; Mesnard, 14½; Madison, 6¾; Native, 3; New England, 8½; North Cliff, 6; Northwestern, 13; Nequaket, 2⅞; Ottawa, 47c.; Phœnix, 28¾; Pontiac, 7⅝; South Side, 5½; Star, 12; St. Mary's, 10½; Superior, 10¾; Sutton, 85c.; Toltec, 3⅝; Tremont, 5¼; Union Lead, 70c.; Winthrop, 6½; Wickham, 90c.

Baltimore.—Central Ohio 4th mort. bonds, 50; Western Maryland bonds, 80; Marietta and Cincinnati bonds, 100¼; Missouri bonds issued to Pacific R. R., 74; City Passenger Railway, 17½; Santa Clara Mining Co., 9½; Springfield Mining Co., 2.95; Maryland Mining Co., 1.10; Baltimore and Cuba Smelting and Mining Co., 175. The latest quotations are: Balt. and Ohio, 105@106; do., 6s, 1867, 102¾; do., 1875, 106; do., 1880, 106; do., 1885, 107¾@108; Northern Central, 44@45; do., bonds, 1870, 101; do., 1885, 101@101½; N. W. Va., 9@10; do., 1st mort., 104@105; do., 2d mort., 102; do., 3d mort., 20@30; do., guar., 101; Central Ohio 2d mort., 104; do., 3d mort., 75; do., 4th mort., 50@55; do., income 1857–'60, 34@37½; Western Md. bonds, 80½@81; do., guar., 105½@106; Maryland 6s, coupon, 1870, 107@108¼; do., Ins., 105; do., 1890, 108@108½; Baltimore 6s, 1870, 105; do., 1873, 106; do., 1875, 108@109; do., 1886, 108¾; do., 1890, 109@110; do., coupon, 109¼@109½; do., 5s, 1838–'70, 90; City Passenger R. R., 17@17¾; North Carolina 6s, 50; Canton Co., 41@41¾; Deep River, .15@.20; Gardner, .75@ 1.00; Guilford, .35@.50; Maryland, 1.05@1.10; North State, .10@.15; Rudisell, .70; Silver Valley, .10; Springfield, .3@3.10; George's Creek, 65@70; Santa Clara, 9¼@9½.

Montreal.—Champlain and St. Lawrence R. W., 16@18; do., preferential, 90@93; do., 6 per cents, 80@83; Government 5 per cents, sterling, 94@95; do., 6 per cents, 1872, currency, 105@106; Montreal City bonds, 6 per cents, 98½@98; do., Water Works, 6 per cents stg., 98@98½; Quebec City 6s, 95@96; Toronto 6s, 1872, 90@95; County debentures, 85@95; Montreal Consols, $4@6; Huron Copper Bay, 50@55; Montreal Telegraph Co., 130@131; City Gas Co., 120@122½; City Passenger Railway, 114@115.

Debt of California.

On the 1st December, 1863, the total debt was $4,839,553 07, which is a reduction of $729,742 69 during the year. The valuation of real and personal property is $174,000,000; the rate of taxation 92 cents on $100. The war debt is now $803,161 58, from which is to be deducted the amount received from the United States Government, $426,866 89, and of the remaining $377,284 69 but $218,468 54 are justly chargeable as State debt.

The State expenditures for the fiscal year were $2,097,268 29, in which amount are included $600,000 previously accrued, and $247,445 41 paid to the United States, as the State's quota of direct tax levied by Congress. The receipts into the State Treasury during the same period were $1,626,278 58.

New Bedford and Taunton Railroad.

The annual meeting of the Stockholders of this company was held at New Bedford on the 1st inst. The earnings of the road from New Bedford to Taunton for the year ending November 30 were $108,848 58; the expenses, including $24,694 40 charged off for depreciation, were $79,942 53; net earnings $28,906 05. The earning of the Fair-

haven Branch for the same period were $46,901 05; expenses, including $17,145 interest on bonds, $44,704 78; net earnings $2,196 26; total net $31,102 32, leaving after the payment of the year's dividends, of 6 per cent, $1,102 32, to be added to the surplus, which is now $64,792 10.

The following gentlemen were unanimously elected directors: Joseph Grinnell, David R. Green, Ward M. Parker, Thomas Mandell, Thomas S. Hathaway and Chas. L. Wood.

Pennsylvania Railroads.

The following statement, prepared from the Report of the Auditor General, will show the unfinished railroads in the State of Pennsylvania, with the number of miles necessary to be constructed before their completion:

	Miles complete.	Miles. incomplete.
Bedford Railroad—Hopewell to Bedford	12⅓	7½
Bald Eagle Valley—Tyrone to Lock Haven	34	17
Bellefonte and Snow Shoe	20⅓	—
Oil Creek—Corry to Franklin	27	27
Erie and Pittsburg—Girard to New Castle	66	14½
Hempfield — Washington to Greensboro'	32	44
Philadelphia and Baltimore Central—Philadelphia to Port Deposit	31	19
Mifflin and Centre Company—Lewiston to Milroy	—	12½
Buffalo, Bradford and Pittsburg—Buffalo to Lafayette	12	88
Lehigh and Mahanoy—Broad Mountain Railroad to Shamokin Valley Railroad	22	18
Nanticoke—Wilkesbarre to Nanticoke	5	5
Bethlehem—Bethlehem to Bath	—	12
Reading and Columbia—Columbia to Reading	37	2
Nesquehoning Valley—Mauch Chunk to Howetown	—	13
Allegheny Valley—Pittsburg to New York Line	44	136
Tyrone and Clearfield—Tyrone to Clearfield	15	16
Penn Haven and White Haven	—	16
Pittsburg and Connellsville	58	91

The majority of the above roads are being completed as fast as circumstances will permit.

Lead Mines of New York.

The coming spring, it is said, will witness great activity in the lead region of St. Lawrence County. With the completion of the extensive works now in progress at the Rossie Mine, employment will be found for a large number of men, and a force will also be set on the neighboring Indian River property. The Macomb Mine is continuing its regular product, showing good monthly profits, which will probably be presented to the stockholders in tangible shape, before many months. The Clute Mine is opening up a fine outcrop of galena; and between the two latter mines the Oswegatchie is starting into life, with a most excellent promise. Boston capitalists have secured much of the stock of this mine, and if indications are to be trusted, their investment will be a profitable one. The vein is of the best character, heavily charged with ore, and the property situated in the very midst of the lead country. Probably no branch of mining promises more satisfactory results, the present demand for lead being largely in excess of the supply.

Subscriptions for Stock under the General Railroad Act.

ADMISSION OF CORPORATE CHARACTER.—STOCKHOLDERS VALIDITY OF SUBSCRIPTION.—PAYMENT OF TEN PER CENT.

The case of the Black River and Utica Railroad Company recently decided in the Court of Appeals, disposes of a somewhat doubtful and important question raised under the general railroad act. It was an action to recover unpaid calls upon the defendant's subscription to the capital stock of the company. He had signed an agreement reciting the due incorporation of the company under the act, and also averring that the articles of association and affidavits had been properly filed. No money was paid at the time of the subscription; but the defendant subsequently paid forty per cent thereon. The plaintiff recovered judgment from which the defendant appealed.

SMITH, J.—The motion for a non-suit was made upon the single ground, that it was not proved that the plaintiff was a corporation. The subscription book introduced and proved signed by the defendant, distinctly recited and declared the formation and existence of a corporation organized under the general railroad act, "under the corporate name of the Black River and Utica Railroad Company," and that the articles of association, and the necessary affidavits showing due compliance with the law which had been duly filed. This must be sufficient proof of the corporate character of the plaintiff as against the defendant. By his subscription to this paper he recognized the corporate character of the plaintiff and became a stockholder in such corporation. He is estopped by his own acts and admissions from denying thereafter the corporate character of the plaintiff. Judge Thompson in Dutchess Cotton Factory *vs* Davis (14 Johns 245) said of a defendant sued like the defendant in this action upon an installment due upon his subscription to the stock of the company. "The defendant having undertaken to enter into a contract with the plaintiffs in their corporate name he thereby admits them to be duly constituted a body politic, and corporate under such name." The soundness of this rule of evidence has been asserted in numerous cases. Palmer *vs.* Lawrence, 3 Sandf. 370. Steam Navigation Company *vs.* Weed. (17 Barb. 382.) It was questioned in Welland Canal Company, *vs.* Hathaway, (Wend 480.) but that case did not present the point between a corporation and one of its own stockholders. This is a case like that in 14 Johnson (*supra*) of an action by the corporation against a stockholder, upon his subscription to its stock. I such case I think the rule stated by Judge Thompson in the Dutchess Cotton Factory *vs.* Davis, (*supra*) the true one and should apply. The admission in the defendant's subscription of the existence of the corporation, we think should be held conclusive against him in such an action. The motion for a non-suit was therefore properly denied.

The remaining exception discussed arises upon the offer to prove by the defendant, that at the time of his subscription to the stock he paid nothing, although subsequently he paid four hundred dollars in cash on account thereof.

The defendants' subscription not having been made to the articles of association for the purpose of organizing the company or made previous to the filing of such article it was essential, that the ten per cent be paid before it became a valid subscription.

His subscription was under the fourth, and not under the first section of the general railroad act. This section requires the payment of ten per cent. by each subscriber upon the amount subscribed by him at the time of subscribing.

The intent of this section was doubtless, that no subscription should be valid until ten per cent was paid thereon, and not that it should be invalid if a short interval occur between the actual subscription and the payment of the money. The subscription, and the payment of the ten per cent must both concur to make a valid subscription. The subscription one day with payment the next would satisfy the statute, and so would actual payment any period after subscription, with intent to effectuate and complete the subscription. The writing of the name in the subscription book should be deemed but part of the transaction, and provisional or conditional till the ten per cent is paid. But after the payment of the ten per cent, and certainly after the payment of forty per cent on the subscription, the statute requirement on this point must be deemed fully complied with by the defendant. We think this exception not well taken, and that the judgment below should be affirmed.

Judgment accordingly affirmed.

Important Railroad Arrangement.

Our readers will remember a dispatch from our St. Paul correspondent a few days since, stating that the Northwestern Railway had secured the control of the Minnesota Pacific Railway between Winona and St. Paul. It was also added that the section between St. Paul and Hastings was to be completed during the coming Summer, and also that the entire line to St. Paul was to be finished at the earliest day possible. This arrangement is understood to be backed up by any needed amount of English capital, and that we shall have all rail to St. Paul, with bridges at Winona and Hastings at a very early day, there can be no possible doubt. The line is understood to be one of the most favorable in the West. In its entire course to St. Paul it will vary only an unappreciable amount from a direct line.

The early completion of this road is connected with another and more important movement. English capitalists interested in the Canada Grand Trunk Railway, have taken hold of the Pacific Railway running northwest from St. Paul, and we learn that C. J. Brydges, Esq., the Managing Director of the Grand Trunk, has returned from England with all the funds pledged to build that line between St. Paul and Pembina as fast as it shall be found advisable and profitable to do it. Thirty miles above St. Paul are finished and in operation, and from fifty to a hundred more will be added during the coming summer. All the trade of the vast possessions of the new Hudson Bay Company on the rivers and streams that fall into Lake Winnepeg and Hudson's Bay, will pass to and through our city over this line.

But this is not all. The Grand Trunk managers are perfecting arrangements, if indeed they are not already perfected, to build the line between Pembina and the Pacific. This is one of the only two routes across the continent that will sustain a large and highly prosperous population throughout its entire course. The valley of the Saskatchawan is very large and productive, and on both sides of the Rocky Mountains, on the headwaters of this great river and those of the Columbia, there are vast deposits of gold, which are already attracting a large mining population. It is believed by many that this line will be completed across the continent long before our own great Pacific Railway. Our far-seeing fellow citizen, Hon. Wm. B. Ogden, it is understood, declined to

become prominently connected with the line west from Omaha, in order to identify himself with this great work. Backed up as it is by any amount of English capital, and passing a long way through the United States and the British Possessions, it will practically become the road of both countries.

For us to speculate upon the effects which the early opening of a direct railway to St. Paul, to the magnificent valley of the Saskatchawan and the gold fields at the head of it, and so onward to the Pacific, upon the growth and prosperity of Chicago would be entirely useless. Those who have watched the city's progress since 1850 need not be told that this single road, when once completed, will stimulate our growth and our commerce more than all the roads that have been opened during the past history of the city. May we live to see this prediction, as we believe it will be, more than verified.—*Chicago Tribune.*

Marietta and Cincinnati Railway.

The following is a comparative statement of the receipts from all sources of the Marietta and Cincinnati Railroad, as re-organized, for the years 1862 and 1863:

	1862.	1863.
January	$33,904 04	$38,202 72
February	22,652 04	53,778 25
March	25,891 25	60,540 08
April	38,579 40	64,305 82
May	32,667 54	35,325 66
June	23,383 48	40,706 50
July	37,270 88	58,704 07
August	56,684 84	52,864 51
September	46,452 47	77,112 14
October	81,328 75	83,058 71
November	55,257 12	76,763 85
December	48,453 92	68,863 03
	$512,217 73	$710,225 34

Toledo and Wabash Railroad.

The earnings of this road for the years 1862 and 1863, have been as follows:

	1862.	1863.
January	$82,234 81	$86,321 34
February	47,141 92	91,970 58
March	56,005 88	103,056 20
April	83,582 40	132,110 54
May	106,845 44	134,271 80
June	113,577 66	152,584 67
July	115,214 03	105,753 97
August	168,218 72	116,379 38
September	170,379 87	120,595 24
October	172,869 91	151,052 03
November	147,547 65	134,563 15
December	139,528 44	96,203 70
Totals	$1,403,146 73	$1,424,862 60

Baltimore City Passenger Railway.

From the report of this company made to the Baltimore City Council, we learn that during the past year there was received from passengers $269,189 91; sale of old material, $1,149 43, and manure, &c., $2,564 25—total $273,203 49. The total expenses to $268,390 04, leaving a balance of $4,813 45. Included in the above is the payment to the city, on account of Park Fund, of $53,030 32; city license on cars and tax on property, $3,714 23; and the amount paid to the General Government on receipts, $4,108 53. The total amount paid to the city since the organization, July, 1859, is $177,934 62. The capital of the company is $650,000. The cost of the track (thirty miles in length,) was $240,000; 81 cars, $60,000; the estimated depreciation of the track caused by wear and tear, $80,000; on cars, $30,000, and horses, $6,250—total $116,250. The average daily cost for feed for single horse for the year ending July, 1863, was 40 cents; for the six months ending December, 1863, 55 cents, and at present period 60 cents.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of January, 1864, were $984,836 79
Corresponding month of previous year 845,694 82

Increase $139,141 97

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending February 5, 1864, was as follows:

Passengers	$18,980 45
Freight and live stock	45,080 90
Mails and sundries	1,146 38
Total	$65,207 73
Corresponding week of 1863	72,801 66
Decrease	$7,593 92

The earnings of the Grand Trunk Railway for the week ending January 30, 1864, were:

Passengers	$21,638 56
Freight and live stock	71,432 11
Mails and sundries	2,800 00
Total	$95,870 67
Corresponding week, 1863	93,728 56
Decrease	$2,142 11

The earnings of the Galena and Chicago Union Railroad for the week ending February 8, were:

	1863.	1864.
Freight	$19,331 00	$32,381 64
Passengers	6,208 02	12,848 95
Mails, &c	1,100 00	1,300 00
Total	$26,639 02	$46,530 59
Increase 1864		$19,891 57

The earnings of the Marietta and Cincinnati Railroad for the 1st week in February, were:

	1864.	1863.
Passengers	$6,600 68	$2,772 68
Freight	9,913 59	8,307 44
Mail, express & telegraph	937 58	863 04
Total	$17,451 85	$11,943 16
Increase		$5,508 69

The earnings of the Chicago and Rock Island Railroad for the 1st week in February, 1864, were $40,569 00
Corresponding week of previous year .. 32,452 00

Increase $8,117 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in February, 1864, were $25,052 23
Corresponding week of previous year .. 18,595 88

Increase $6,456 35

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1864 were $68,160 00
Corresponding week of previous year .. 56,979 00

Increase $11,181 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in February, 1864, were $24,008 92
Corresponding week of previous year .. 15,169 93

Increase $8,838 99

The earnings of the Montreal and Champlain Railroad for the week ending Jan. 30, 1864, were:

Passengers	$996 77
Mails and sundries	188 00
Freight and Live Stock	1,713 48
Ferries	95 40
Total	$2,993 65
Corresponding week, 1863	4,185 69
Decrease	$1,192 04

The earnings of the Chicago and Alton Railroad Company for the week ending Jan., 7th, were:

	1864.	1863.
Passengers	$11,813 25	$10,130 11
Freight	17,088 68	17,069 71
Sundries	1,174 34	1,011 01
Total	$30,076 27	$28,210 83
Increase 1864		$1,865 44

St. Louis, Alton and Terre Haute Railroad.

The earnings of this road for the years 1862 and 1863 have been as follows:

	1862.	1863.
January	$74,251 61	$109,807 93
February	63,880 56	110,602 82
March	68,748 44	120,310 38
April	71,854 10	123,115 01
May	112,383 71	113,798 43
June	93,766 51	123,778 76
July	67,720 65	118,076 81
August	85,358 74	130,378 44
September	95,969 04	153,469 94
October	118,887 26	144,736 12
November	129,166 37	143,747 82
December	135,616 02	162,920 68
	$1,117,603 01	$1,554,743 14

Chicago and Rock Island Railroad.

The earnings of this road for the years 1862 and 1863, have been as follows:

	1862.	1863.
January	$120,775 81	$140,023 60
February	90,607 29	130,224 71
March	75,675 78	122,511 95
April	76,458 95	127,507 59
May	102,353 43	144,995 14
June	138,373 58	191,766 06
July	119,947 25	139,363 03
August	117,086 45	161,014 40
September	146,268 15	224,584 40
October	161,502 68	217,334 87
November	138,794 72	198,152 54
December	135,595 55	202,013 90
Totals	$1,423,439 64	$1,999,492 20

Pennsylvania Canals.

The present Legislature of Pennsylvania has obtained the first official statement of the canals of that State. Although not complete, the record is of importance. It shows that there are about 1,200 miles of canal in the State, having no less than 750 locks, and employing in the aggregate about 6,000 boats, the greater portion of which are owned by private individuals. The estimated cost of the various works is as follows:

Canals.	Miles.	Cost.
Pennsylvania	276	$1,000,000
Lehigh Navigation	72	4,450,000
Wyoming Valley	64	500,000
Susquehanna West Branch	121	500,000
Erie	161	1,364,984
Wiconisco	12	450,000
Junction	18	530,636
Union	98	5,750,000
Delaware Division	60	2,433,350
Muncy	1	2,625
Lancaster Slackwater	18	200,000
Schuylkill Navigation	109	10,287,194
Delaware and Hudson	108	7,500,000

Finances of Kansas.

We learn from the message of the Governor that the receipts of the year have been $166,311 94; and the disbursements, $157,484 95—leaving a balance December 31, 1863, of $8,826 99. The amount of bonds, certificates and other liabilities is $300,884 53; balances and dues, $174,426 30—total, $126,458 23. The estimated amount to be supplied for the coming year is $109,387 02, which will be materially increased by expenses

not estimated. Bonds of the State to the amount of $85,000 have been disposed of during the year at favorable rates.

Manufacturing Dividends.

The following are the dividends for 1863—regular and extra—paid by several of the leading manufacturing companies of New England: Amoskeag Manufacturing Company, 25 per cent., Androscoggin 20, Appleton 20, Bates 20, Hamilton Woolen 35—quarterly dividends of 7½, 5, 10, and 12½ per cent.—James Steam Mills 80 per cent., Manchester Print 40, Middlesex Mills 55, Nashua 20, Pacific 24, Pepperell 40, Salisbury 30—7½ quarterly, Washington Mills 20, York Mills 45 per cent., and beside the above quite a number have paid 8 to 15 per cent. In 1862 large profits were also divided by several mills, the Appleton paying 20 per cent., Bates 26 cash, and 25 stock, Boston 80 per cent., Hamilton Cotton 20, Hamilton Woolen 25, Jackson 30, Laconia 49, Manchester Print 25, Massachusetts Cotton 30, Middlesex Mills 31, Nashua 35, Naumkeag 71, Pepperell 62, Salisbury 20 cash, and 33⅓ stock, and York Mills 30 per cent. These large profits are owing in a great measure to the immense rise in cotton and wool, many of the mills having a large stock on hand two years ago; and other enterprising managers foreseeing the natural results of the rebellion purchased largely at what then, to some, seemed high rates, thus reaping a rich harvest.

Oswego and Rome Railroad.

This company has been organized by the election of the following officers:

President.—Hon. L. B. Crocker.

Vice President and Treasurer.—Delos De Wolf.

Secretary.—Chas. Rhodes.

Directors.—Messrs. Cheney Ames, John B. Edwards, Theodore Irwin, M. B. Richardson, A. C. Mattoon, Thomas S. Mott, S. B. Johnson, of Oswego; Leonard Ames, of Mexico; Charles H. Cross, of Pulaski, and David Utley, of Rome.

Messrs. Merriam, Powers & Co., have the contract for the whole work, and they hope to begin laying the rails by the 1st of May. The road is leased to the Watertown and Rome Railroad Company, and will be stocked and run by it under contract.

PROPOSALS FOR $500,000.—VOLUNTEER Soldiers' Family Aid Fund.

BONDS NO. EIGHT.

Sealed proposals will be received at the Comptroller's Office until Tuesday, March 1st, 1864, at 2 o'clock, P. M., when the same will be publicly opened, for the purchase, at not less than their par value, of the whole or any part of the sum of five hundred thousand dollars of the Volunteer Soldier's Family Aid Fund Bonds No. 8, authorized by an ordinance of the Corporation passed February 9, 1864, and an act of the Legislature of the State of New York passed March 5, 1863.

The said bonds will bear interest at the rate of five per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed November 1, 1872.

The proposals will state the amount of bonds desired, and the price for one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the city, within five days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive bonds for equal amounts of the par value thereof, bearing interest from the dates of payments.

Each proposition should be sealed and endorsed "Proposals for Volunteer Soldiers' Family Aid Fund Bonds, No. 8," and inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if the interests of the Corporation require it.

MATTHEW T. BRENNAN, Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 10, 1864.

Notice to Contractors.

Engineer's Office Morris & Essex R. R. Co.
Newark, N. J., Feb. 15th, 1864.

SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hackettstown to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

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TWENTY-FIRST SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Five Per Cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of February next.

Dividends in New York, will be paid at the office of DUNCAN, SHERMAN & CO.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the Albany City Bank.

The transfer books will be closed at the close of business on SATURDAY, the 30th day of January inst., and be reopened on the morning of WEDNESDAY, the 24th day of February next. JOHN V. L. PRUYN,
3t6 Treasurer.

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The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the $2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

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The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

4t1 W. D. JUDSON, President.
Dec. 23, 1863. No. 37 William st., New York

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APPLICATION OF SHADOWS TO TOOTHED GEAR, Plate XXX. *Application of Shadows to Screws*, Plate XXXI. *Application of Shadows to a Boiler and its Furnace*, Plate XXXII. *Shading in Black—Shading in Colors*, Plate XXXIII.

THE CUTTING AND SHAPING OF MASONRY, Plate XXXIV. *Rules and Practical Data*—Hydraulic motors, Undershot water-wheels, with plane floats and a circular channel, Width, Diameter, Velocity, Number and capacity of the buckets, Useful effect of the water-wheel, Overshot water-wheels, Water-wheels with radial floats, Water-wheel with curved buckets, Turbines. *Remarks on Machine Tools.*

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OFFICE OF THE ILLINOIS CENTRAL R. R. CO., New York, January 5, 1864.

Resolved, That the holders and owners of all shares of the stock of this Company, and of all obligations of the Company or provisional certificates authorizing the entry of shares thereof, upon which ninety dollars per share has not been paid, be required to complete the payment of ninety dollars per share thereon prior to or upon the twentieth day of February next, at the office of the Treasurer of this Company, in the City of New York, and that in default of such payment the shares will be sold at public auction, pursuant to Section four of the Charter of the Company.

By order of the Board.

613 L. A. CATLIN, Secretary.

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